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FROM

Henry J. Morgan,
of Ottawa, Canada.

14 May, 1880.

382

ELEVENTH
ANNUAL REPORT
OF THE
DEPARTMENT OF
MARINE AND FISHERIES
FOR THE
FISCAL YEAR ENDING
1878

Printed by Order of



OTTAWA:
PRINTED BY MACLEAN, ROBERT, &
1879.



Suppl. 3 is wanted.

ELEVENTH
ANNUAL REPORT
576-12

OF THE

DEPARTMENT

OF

Canada

MARINE AND FISHERIES

BEING FOR THE

FISCAL YEAR ENDED 30TH JUNE,

—1878.—

Printed by Order of Parliament.



OTTAWA :

PRINTED BY MACLEAN, ROGER, & CO., WELLINGTON STREET.

1879.

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1880, Mar 14,
Gift of
Henry J. Morgan,
of Ottawa, Can.

*To His Excellency the Right Honourable Sir John Douglas Sutherland Campbell
(commonly called the Marquis of Lorne), one of Her Majesty's Most Honourable
Privy Council, Knight of the Most Ancient and Most Noble Order of the Thistle,
Knight Grand Cross of the Most Distinguished Order of St. Michael and St. George
etc., etc., etc., Governor General of Canada, and Vice Admiral of the same.*

MAY IT PLEASE YOUR EXCELLENCY,—

I have the honour to submit herewith, for the information of Your Excellency and the Legislature of Canada, the Eleventh Annual Report of the Department of Marine and Fisheries, and the financial statements connected therewith, being for the fiscal year ended 30th June, 1878.

I have the honour to be,

Your Excellency's most obedient servant,

JAMES C. POPE,

Minister of Marine and Fisheries.

DEPARTMENT OF MARINE AND FISHERIES,

OTTAWA, 1st January, 1879.

ELEVENTH ANNUAL REPORT

OF THE

DEPARTMENT OF MARINE AND FISHERIES,

BEING FOR THE FISCAL YEAR ENDED 30TH JUNE, 1878.

Can. Doc. Bd. Jan. 1892.
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352
ELEVENTH
ANNUAL REPORT

OF THE
DEPARTMENT OF

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FOR THE
FISCAL YEAR ENDED 30

—1878.—

Printed by Order of Parliament



OTTAWA: WATSON & CO., WELLINGTON
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1878.

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REPORT
OF THE
DEPUTY MINISTER.

The Honourable J. C. POPE,
Minister of Marine and Fisheries.

SIR,—I have the honour to report on the transactions of this Department for the fiscal year ended 30th June, 1878, and to give an account of a considerable proportion of the business up to the end of the calendar year.

As required by law, the financial statements of the Department, given in the Appendices to this Report, are made up to the 30th June last; but the Report, more particularly on the Lighthouse Service, contains an account of the operations of this Department to the close of the calendar year. Three supplements will be issued with this Report, the first being a List of Lights in the Dominion on the 31st December last; the second embracing a Report of the Chairman of the Board of Steamboat Inspection for the calendar year, with a list of steamers inspected in 1878, and a list of Engineers who have received certificates; a Report of the Chairman of the Board of Examiners of Masters and Mates for the calendar year, with a brief list of all Masters and Mates who have received certificates of competency or service in the Dominion during the calendar year, and a complete list of all certificates which have been cancelled; statements of the wrecks and casualties, both to sea-going and inland vessels, during the calendar year; and statements of rewards for saving life; the Reports of the Harbour Commissions of Toronto, Montreal, Quebec and Pictou; the Harbour Masters' Reports; the Shipping Masters' Reports; the Port Wardens' Reports; the Reports of the Pilotage Authorities, and the Reports of the Water and River Police of Montreal and Quebec; and the third, embracing the Fisheries' Report.

The total amount expended on the various branches of the Public Service administered by this Department, including the salaries of the Establishment Staff during the fiscal year ended 30th June last, was \$983,645.59, while the total amount voted was \$1,001,804, which also includes the Departmental salaries.

The total number of persons engaged in the Outside Service of the Department at the close of the calendar year was 1,708.

The Lighthouse Service of the Dominion is comprised under the following Divisions, viz:—The Ontario Division, embracing Lights above Montreal; the Quebec Division, extending below Montreal, and including the River and Gulf of St. Lawrence; the New Brunswick Division; the Nova Scotia Division; the Prince Edward Island Division, and the British Columbia Division. The total number of Light Stations in the Dominion on the 31st December last, was 427, and of lights shown 518; the number of Steam Fog-Whistles and Automatic Fog-horns, 29; and the number of Light-keepers, Engineers of Fog-whistles and their assistants, with crews of Lightships was 499.

The following are the number of light-stations, of lights shown, of fog-whistles, and of automatic fog-horns in the Provinces of Ontario, Quebec, New Brunswick, Nova Scotia, Prince Edward Island and British Columbia, at 31st December of each year from 1868 to 1878 inclusive.

In these numbers are included three light Stations on the coast of Newfoundland, one light from each of which is shewn.

	Light Stations.	Lights Shewn.	Fog- Whistles.	Automatic Fog-Horns.
1868	198	227	2	...
1869	219	233	2	...
1870	240	278	4	...
1871	264	297	8	...
1872	280	314	13	...
1873	316	363	17	...
1874	342	384	18	...
1875	377	444	22	...
1876	407	488	24	...
1877	416	509	25	2
1878	427	518	25	4

ONTARIO LIGHTHOUSE DIVISION.

This Division includes the lighthouses and lightships in that part of the Province of Quebec lying between Montreal and the boundary line between the Provinces of Ontario and Quebec, as also all the lights in the Province of Ontario, embracing the lights on the Ottawa River, the St. Lawrence River above Montreal, and Lakes Ontario, Simcoe, Erie and Huron, the Georgian Bay and Lake Superior. The number of lights in this Division at the close of navigation was 143, including both lighthouses and light beacons, four lightships maintained by the Government, and one lightship maintained in part by a subsidy from the Government. There are eighty-seven buoys and four beacons.

The number of lightkeepers in this Division paid directly by the Government, was 108; but in several cases assistants were employed by keepers at their own expense.

The Lights in this Division, excepting those on the Ottawa River, were inspected by the Superintendent of Lights during the months of July and August last and supplied with the necessary stores, and a Report of this inspection will be found in Appendix No. 3. In this Report it will be seen that the Lights, with some exceptions, were found to be in a satisfactory condition, and in general well cared for by the keepers.

The sum of \$7,207 90 was expended during the past fiscal year on the construction of Lighthouses in this Division, and details of this expenditure will be found in Appendix No. 14.

Reference was made in the Report of last year to the old lighthouse towers on the pier at Port Colborne having become unsafe, and a contract having been awarded to Messrs. Whiteacre and Moran for the construction of new towers. The sum of \$2,300 was expended on this work during the past fiscal year. The lighthouses have lately been completed, and the expenditure will appear in the accounts of the fiscal year ending 30th June, next. Owing to the importance of this Station, it was deemed advisable in the interest of navigation, to erect a fog-whistle on the pier in the main lighthouse, and one of the improved Champion fog-trumpets, manufactured at Quebec by the Champion Fog-Horn Company, has lately been placed at this Station, and will be put in operation at the opening of navigation next season. The sum of \$2,000 was appropriated for a fog-alarm at this Station by Parliament at its last Session.

The new lighthouse at Côteau Landing, to which reference was made in last year's Report, has been fully completed, at a cost of \$1,003.31, and details of this expenditure will be found in Appendix No. 14.

During the past fiscal year, as will be seen by reference to the accounts, the sum of \$1,789.49 has been expended on the new lighthouses at Battle and Lamb Island, Lake Superior, making the total cost of construction to amount to \$9,405.26.

During the past season it was found necessary in the interests of navigation to remove the four small lighthouse towers which marked the old channel below Ste. Anne Bout de l'Isle on the Ottawa River, and to erect four other towers to mark a new channel. A contract was entered into with Mr. Joseph White of Ottawa to remove the old ones and erect the new towers for the sum of \$1,400, and the work has been completed at a total cost, including new lanterns and lighting apparatus of \$2,194.05, as will be seen by reference to Appendix No. 14.

An appropriation of \$1,800 was made by Parliament at its last Session for the erection of a pier and lighthouse tower at Presqu'Isle Harbour, Northumberland County, and a contract was entered into with Mr. Roderick Cameron of Lancaster, to perform the work required for the sum of \$1,695. This included also furnishing and placing 30 cords of stone to protect the lighthouse on the east point. The lighthouse and pier have lately been completed, but owing to the lateness of the season, the new lights will not be shown till the opening of navigation. It is proposed to show a fixed red catoptric light, ranging with the old light on Salt Point, to indicate the entrance to Presqu'Isle Bay, through the new channel. The tower is square, built of wood, and is 22 feet high from the base of the pier to that of the lantern. The expenditure for this lighthouse will appear in the accounts of the present fiscal year.

An appropriation of \$1,500 was also made by Parliament at its last Session, for the erection of a lighthouse at Meaford to replace the temporary light shown from frame work, on the end of the breakwater. The contract was awarded to the Law Building and Manufacturing Company of Meaford, for the sum of \$875, and the lighthouse has been completed to the satisfaction of the Department. A fixed white light, elevated 42 feet above water, is shown from a square tower 23 feet high, erected on a block built on the end of the pier.

During the past season tenders were invited for the construction and placing in position of six day beacons and eight spar buoys at Parry Sound, in the District of Muskoka, for which an appropriation of \$1,300 was made by Parliament. The contract was awarded to Mr. T. R. Caton, of Parry Sound, for \$750, and the work will be completed shortly; and this expenditure appears in the accounts of the present fiscal year.

A contract has also been entered into with Mr. Richard Whiteacre, of Allenwood, for the construction of a lighthouse tower upon the pier at Port Dalhousie, Welland Canal, at a short distance from the present lighthouse, and it is expected that the lighthouse will be completed at the opening of navigation next season.

An appropriation of \$2,000 was made at last session of Parliament for the new lighthouse at Gore Bay, Manitoulin Island, in the District of Algoma, and the contract has lately been awarded to Mr. Richard Whiteacre, for the sum of \$1,890. The lighthouse is required to be completed by the 15th August, 1879.

Appropriations have also been made for the erection of new lighthouses at the west end of Long Point, Lake Erie, and at Kincardine, Lake Huron, and tenders will shortly be invited for these works.

It was found necessary in the course of last season to invite tenders for the renewal of the foundation under the lighthouse tower at Point Pleasant, Bay of

Quinte, and the contract for the work was awarded to Mr. George Newlands, of Kingston, for the sum of \$625. The work has been satisfactorily completed, and the expenditure will appear in the accounts of the present fiscal year.

It was also found necessary to invite tenders for the construction of a rip-rap breakwater to protect the lighthouse tower at Nottawasaga Island, near Collingwood, and the contract was awarded to Mr. Joseph White, of Ottawa, for the sum of \$950. The work is expected to be shortly completed.

Reference was made in the report of last year to the fact of its having been found necessary to erect a new breakwater at Rondeau, to replace that destroyed by violent storms. This work has been completed during the past season, and the sum of \$2,147.25 expended, as will appear by reference to Appendix No. 7.

During the past season it has been found necessary to erect a pier and boathouse at the new lighthouse station, on the outer end of the breakwater, Southampton Harbour, and the sum of \$914.93 has been expended on this work.

An elevated sidewalk has also been completed to the light on the north pier at Goderich, a gallery placed around the lighthouse, and repairs made to the breakwater protecting the main lighthouse; these works have involved the expenditure of \$2,596.38, as will appear by reference to Appendix No. 7.

On the 10th October last, the iron lightship No. 1, situated near Lachine, Lake St. Louis, was sunk by a violent gale. A contract was entered into with Messrs. Gaherty, Fréchette and Lefebvre, of Lachine, to raise the vessel for \$1,000, and the work has been successfully carried out. The vessel will be repaired during the present winter, and placed in her usual position on the opening of navigation next season.

By Order in Council of the 4th May last, the sum of \$100 was allowed towards the maintenance of the light on the main pier at Port Darlington, established by the Port Darlington Harbour Company, and maintained by it for years past; the necessary supply of oil for the light to be also furnished by the Department.

The sum of \$100 has been also allowed during the past season to the Corporation of Owen Sound toward the maintenance of the two harbour lights, which have been maintained for some years past by the Corporation for the benefit of vessels entering that harbour.

The sum of \$700 was allowed, as customary, as a subsidy to Messrs. A. & H. Hackett, of Colchester, towards the expense of maintaining a lightship at Colchester Reef, Lake Erie. This amount is supplemented by private subscriptions from steamboat owners and others who are benefitted by the establishment of the lightship.

The following changes have occurred in the list of keepers of lights in this Division, since the date of last Report, viz:—

By Order in Council of the 25th February last, the salary of Mr. Charles Ead, light-keeper at Port Stanley, was increased from 1st July last, from \$275 to \$300 per annum, to cover attendance on the two lights at that Station.

By Order in Council of the 26th March last, the salary of Mr. G. B. Simpson, keeper of range lights at Presqu'Isle, was fixed at \$375, including charge of the buoys in the harbor, and he was relieved of the charge of the preservation of the standing timber on Presqu'Isle Peninsula, and the salary of Mr. H. Sherwood, keeper of the main light, was increased from \$325 to \$375, and the charge of the preservation of timber was intrusted to him.

By Order in Council of the 29th March last, Mr. George Curry was appointed keeper of the lighthouse on Isle of Coves at a salary of \$650 per annum in place of Mr. B. B. Miller, resigned.

By Order in Council of the 9th April last, the salary of Mr. Damase Caza, keeper of the lighthouse Port Lewis, was increased from \$100 to \$115 per annum.

By Order in Council of the 26th April last, the salary of Mr. David Cascaden, keeper of the shore range lights at Southampton, was increased from \$100 to \$150 per annum, owing to the arduous duties required of him.

By Order in Council of the 16th May last, the salary of Mr. Daniel Morrison, keeper of the range lights on Kaministiquia River, was increased from \$150 to \$200 per annum, the additional remuneration being for attending to the buoys on the channel at the mouth of the river.

By Order in Council of the 2nd and 28th September last, Mr. Wm. A. Grubb was appointed keeper of the revolving light at Point Peleé Reef, at a salary of \$500 per annum, and Mr. James Edwards, who had kept the light for a period of 20 years, was placed on the retired list with an annual allowance of \$196.

By Order in Council of the 2nd September last, Mr. Antoine St. Denis was appointed keeper of the new light at north-west end of pier, below St. Ann's Locks, at a salary of \$50 per annum. Mr. Joseph Pilon, keeper of the light on pier at south east end of New Channel, below the locks, at a salary of \$50 per annum. Mr. Henri Robillard, keeper of the light on Isle Perrot, at a salary of \$60 per annum, and Mr. Antoine Caron, keeper of the light at Caron's Point, at a salary of \$60 per annum.

The oil and other supplies for the lighthouses in this division, with the exception of those on the Lower and Upper Ottawa, were delivered in July and August last,

by the propellor "Celtic" of Hamilton, which was chartered by the Department, after public tender for the service, for the sum of \$2,700. The service was performed to the satisfaction of the Department.

The total cost of maintaining the lights, light-vessels, fog-bells, buoys and beacons in this division for the last fiscal year was \$73,175.11, and the expenditure for construction of lights during the same period was \$7,207.90, as already stated.

QUEBEC LIGHTHOUSE DIVISION.

This Division comprises the lighthouses and lightships at and below Montreal, and on the Richelieu River, formerly under the charge of the Montreal Trinity House, as also all the lights, lightships, steam fog-whistles, buoys and beacons in the River and Gulf of St. Lawrence, Straits of Belle Isle, and north-west coast of Newfoundland. At the close of navigation there were in this division 137 fixed and revolving lights, eight lightships, three of which are supplied with steam fog-whistles, 9 steam fog-whistles and fog horns at light stations and lightships, 8 fog guns, 77 buoys, 54 beacons and 8 provision depôts for the relief of shipwrecked mariners. The number of persons in charge of all these was 177.

This division, which may be considered one of the largest and most important, has for some years past been under the management of Mr. J. U. Gregory, Agent of this Department at Quebec, who in addition to the lighthouses has also under his supervision several of the Dominion Steamers, and the Quebec River Police Force, and the Fisheries Protection Service. Mr. Gregory's report, giving full particulars of the different services under his charge, and showing the operations of his Agency for the fiscal year ended 30th June last, and also for a portion of the present year, forms Appendix No. 1 to this Report.

The light service between Quebec and Montreal, and in the River St. Lawrence, between Quebec and Point des Monts, was performed during the past season by the steamer "Druid," under command of Captain Marmen. The work of laying down, taking up and keeping in position, during navigation, the numerous buoys below Quebec, was also attended to by Captain Marmen.

The necessary supplies and provisions for the lights, fog-whistles and provision depôts in the Gulf and Straits of Belle Isle, were delivered by the Steamer "Napoleon III," under Captain Despres, two trips having been made for this purpose, one in July, and the other in September last.

During the past season no important changes have taken place in the lights below Quebec and Montreal.

An appropriation was made by Parliament at its last session of \$1,000 for the erection of five small beacon light towers on Lake Memphremagog, and tenders were invited and the contract for the construction of these lights was awarded to Mr. Nathan A. Beach, of Georgeville, for \$975. The towers have been built to the satisfaction of the Department, and the lights were shown for the first time in September last. Temporary keepers were employed to attend to them during the balance of the season, and were allowed remuneration for their services at the rate of one dollar per week during the time the lights were in operation.

Reference was made in the report of last year to the new lighthouse in course of construction on Greenly Island, Straits of Belle Isle. The lighthouse was satisfactorily completed last season, and the light put into operation on the 13th August last. The light is revolving, catoptric in its character, elevated 100 feet above high water mark, showing red and white alternately, and making a complete revolution in three minutes. It can be seen in clear weather 15 miles from all points of approach. The building is of wood, painted fawn colour, and consists of an octagonal tower 70 feet high from ground to vane of lantern, with keeper's dwelling attached.

The signal gun formerly used at Forteau has been established at this Station and is fired every half hour during fogs and snowstorms throughout the season of navigation. The sum of \$3,596.97 was expended on this lighthouse during the past fiscal year, making the total cost to amount, with previous expenditure, to \$8,621.97. It was proposed to establish a fog-whistle at this Station, and arrangements were made to remove the steam fog-whistle at Cape Ray, which had proved of comparatively little service to shipping, owing to its being placed in an unfavourable position. Representations were however made to the Department that the whistle would prove of much more service to vessels navigating the Straits of Belle Isle, if placed at Forteau, Point Amour, and it was accordingly removed and placed at Forteau and put into operation on the 8th August last. A blast of ten seconds duration in each minute is sounded during thick weather, fogs and snowstorms.

Reference was made in the Report of last year to the automatic Neptune fog-horn erected at Point Rich on the coast of Newfoundland. This fog-horn has worked well during the past season and proved of great service to fishermen, but it is not sufficiently powerful to be of much service to ships and steamers.

The Woodward Fog-horn placed at Cape Ray has been of little use during the past season, as its working cannot be depended on, and it will be necessary to procure another horn, or discontinue the one altogether at this Station.

An appropriation of \$1,000 was made by Parliament at its last Session for the erection of a small lighthouse on the beach, on the Island of Belle Isle, and tenders will, in due course, be invited for this work.

The lightship stationed at the Upper Traverse, as reported last year, was found to be no longer serviceable, and tenders were invited for the construction of a new vessel. The contract was awarded to Mr. John M. Oliver of Quebec, for the sum of \$4,200, and a first-class vessel of the burden of about 100 tons was built and got in readiness to be dispatched to her Station on the 16th April last.

It was found necessary, as stated in last year's Report, to build a new lighthouse tower at Egg Island. The work has been satisfactorily completed, and the cost of erection as will appear by reference to Appendix No. 14 amounted to \$2,428 93

The following changes have occurred in the keepership, &c. of the lights in this Division since the date of last Report, viz.:—

By Order in Council of the 23th February last, the salary of Mr. Charles Bourget, keeper of Percé Lighthouse, was increased from \$100 to \$125 per annum.

By Order in Council of the 20th March last, the salary of Mr. Leon Lafleur, keeper of the Lighthouse at St. Antoine, was increased from \$140 to \$150 per annum.

By Order in Council of the 23rd May last, Mr. Louis Couillard de Beaumont was appointed keeper of the revolving light at Greenly Island, at a salary of \$400 per annum, with an allowance of \$200 to pay for the service of an assistant and gunner.

By Order in Council of the 17th July last, Mr. Jean Nadeau of Quebec, was appointed Assistant Superintendent of Lights for the Quebec District, at a salary of \$730 per annum; such appointment to date from 1st August last.

By Order in Council of the 28th September last, Mr. P. Godier, lighthouse keeper at Point Amour, Forteau, was also appointed Engineer of the fog-whistle lately established at that Station, at a salary of \$800 per annum for both services, he being required to pay for the services of a competent engineer to work the fog-whistle.

By Order in Council of the 5th October last, Mr. Wm. Thurber was appointed keeper of the lighthouse at St. Croix, at a salary of \$175 per annum; in the room of Mr. James Thurber, resigned.

By Order in Council of the 7th October last, Mr. Alphonse Richard was appointed keeper of Brandy Pots Lighthouse, at a salary of \$400 per annum, in place of Mr. Narcisse Richard, resigned.

By Order in Council of the 8th October last, Mr. Jean C. Marquis, jun. was appointed keeper of the Pilgrims' Lighthouse at a salary of \$340 per annum, in the room of Mr. J. C. Marquis resigned.

For further particulars as to the lighthouses, lightships, fog-whistles, buoys and beacons in this Division, reference may be had to the Report of the Agent in Appendix No. 1, and to the List of Lights, published as Supplement No. 1 to this Report.

The total amount expended from the general appropriation made by Parliament for the maintenance of lights, etc., in this Division, for the year ended 30th June last, was \$112,900.67.

The sum of \$12,776.47 was expended during the period referred to, for the construction of lighthouses, from the general appropriation made by Parliament for that purpose.

NEW BRUNSWICK LIGHTHOUSE DIVISION.

This Division embraces all the lighthouses, fog-whistles, buoys and beacons on the coast of the Province of New Brunswick, and is under the charge of Mr. J. H. Harding, Agent of this Department at St. John, N.B. In this Division there were at the close of navigation 67 lights, including a lightship and 9 fog-whistles under the charge of 62 light-keepers and engineers.

The Report of the Agent of this Department, giving full particulars as to the lights and fog-whistles in this district and the repairs and improvements effected, will be found in Appendix No. 2.

Reference was made in last year's Report to the new lighthouse erected at Pea Point, L'Etang Harbour, Charlotte County. This lighthouse has been fully completed, and the light was shown on the 1st January last. The sum of \$1,382.41 was expended during the past fiscal year, making the total cost of the lighthouse to amount with previous expenditure, to \$1,905.17.

During the past season a lighthouse tower was erected on the outer end of the Breakwater at Negro Point, St. John Harbour, and a fixed red catoptric light shown on the 24th July last. The light is elevated 36 feet above high water mark, and in clear weather should be seen from all points of approach a distance of 8 miles. The tower is situated 50 feet from the end of the pier. It is an open framed building, painted white, surmounted by a lantern painted red, and is 35 feet in height from deck of pier to vane of lantern. The cost of this lighthouse amounted to \$2,274.84, as will be seen by reference to Appendix No. 14.

The new lighthouse on Machias Seal Island Light, Bay of Fundy, to which reference was made in the Report of last year, was completed during the past season, and a fixed white dioptric light of the third order exhibited on the 1st November last. The light is elevated 66 feet above high water, and in clear weather should be seen 14 miles. The tower which is situated 64 yards south-east from the west light-

house, is an octagonal wooden building painted white and stands 53 feet high from base to vane. The sum of \$3,972.32 was expended on this lighthouse during the past fiscal year, making the total cost of lighthouse, dioptric light, lantern, &c., to amount with previous expenditure to \$6,807.40.

Reference was made in last year's Report, to the new fog-trumpet erected on Grindstone Island at the entrance to Five Fathom Hole, Bay of Fundy. It will be seen by the Report of the Agent of this Department, that it was found necessary to procure a new boiler for the trumpet, as that supplied by the maker was too small for the purpose required. The sum of \$1,860.14 was expended on this trumpet and the erection of necessary buildings, during the past fiscal year, making the total expenditure to the 30th June, to amount to \$3,061.12.

The automatic Neptune fog-horn placed at Head Harbor Light Station, Campobello Island, Bay of Fundy, has not proved suitable for the Station, and has been discontinued. The sum of \$2,500 was paid to the Neptune Fog-horn Company for this horn.

During the past season, it was found advisable to change the character of the light at Cape Jourimain, Westmoreland, and to exhibit a flashing white light, instead of a fixed white light as formerly. A revolving apparatus was supplied, and the change carried into effect on the 15th June last. The new light should be seen from all points seaward, a distance of 14 miles.

An appropriation of \$1,500 was made by Parliament at its last Session for the erection of two range lighthouse towers, near the beacons, on the south beach at Richibucto, Kent County, N.B.; and tenders having been invited, the contract for their construction was awarded to Mr. Henry N. Peters, Builder, Kingston, for the sum of \$1,100. The work is at present being proceeded with, and the expenditure will appear in the accounts of the present year.

The sum of \$2,000 was also appropriated last Session for a new lighthouse at Musquash Harbor, County of St. John, and tenders having been invited for the work, the contract was awarded to Mr. David Carrier, carpenter, of Upper Gagetown, for the sum of \$1,890. The work is now approaching completion, and the light will be exhibited in the course of a few weeks.

Tenders have also been invited for the construction of lighthouses at Salmon River; Grand Lake, Queen's County; Petit Rocher, Gloucester County; and South Head and Grand Harbor, Grand Manan, for which works appropriations were made by Parliament at its last Session. The contract for Petit Rocher Lighthouse has been awarded to Mr. Joseph Morrison, of Petit Rocher, for \$350; and for South Head and Grand Harbor, to Messrs. H. H. Bowie & Co., of St. John; the former for \$1,500, and the latter for \$1,050.

An appropriation of \$1,500 was also made last Session, for the erection of a fog at Petit Passage, Charlotte County. Steps have been taken to procure for this Station one of the improved Champion fog-horns, manufactured at Quebec, at a cost of \$1,750; and as soon as the necessary building has been erected the alarm will be put in operation.

During the past season it was found necessary to invite tenders for the erection of a brick building to replace the old wooden building of the Partridge Island Fog Whistle. The contract was awarded to Mr. P. Carroll, of Chatham, N. B., for \$3,995, and the work is nearly completed.

The beacon lighthouses at Bathurst Harbour, Gloucester County, having been found unsuitable, a new tower has been erected during the past season, in place of the western tower, and the western one removed to the site occupied by the eastern or low tower. (See page 87 of Report of Agent, Appendix No. 2.)

The following changes have occurred in the keepership of the lights and fog-whistles in this Division, since the date of the last Report, viz. :—

By Order in Council of the 28th February last, the salary of Mr. John Connors, keeper of the beacon light at Bathurst, was increased from \$100 to \$150 per annum.

By Order in Council of the 5th March last, Mr. Elijah Ross, of St. John, was appointed keeper of the light erected on Negro Point Breakwater, at a salary of \$200 per annum.

By Order in Council of the 20th March last, Mr. John R. Stiles, keeper of the lighthouse on Grindstone Island, was also appointed keeper of the fog trumpet recently erected there, and his salary fixed at \$700 with fuel, he being required to provide a competent engineer to work the fog-trumpet.

By Order in Council of the 20th March last, Mr. Abner Jones was appointed keeper of the beacon light on Hillsboro' Pier, at a salary of \$75, in place of Mr. John Beatty, deceased.

By Order in Council of the 28th September last, Mr. Timothy Daly was appointed keeper of the Miramichi Light-ship, at a salary of \$700 per annum, he being required to procure the assistance necessary to keep the vessel, in place of Mr. George Rogers, deceased.

By Order in Council of the 8th October last, the salary of Mr. A. W. Bent, lighthouse keeper at Cape Jourimain, was increased from \$250 to \$300 per annum, owing to the increased labour required in attending the revolving light which was recently put in operation there instead of a fixed light.

A gratuity of two months' salary, amounting to \$66.66, was allowed under Order in Council of the 6th February last, to the widow of the late George Rogers, keeper of Miramichi Lightship, who died on the 9th November, 1877.

The total amount expended on account of construction of lighthouses, fog-whistles, &c., in this Division for the fiscal year ended 30th June last, was \$12,023.13, and the sum expended on maintenance of lights, fog-whistles, buoys and beacons, was \$54,220.90.

NOVA SCOTIA LIGHTHOUSE DIVISION.

This Division which may be considered as one of the most important in the Dominion, has been under the charge of Mr. H. W. Johnston, Agent of this Department at Halifax, since the organization of the Department in 1867, and detailed information as to the lights, fog signals, buoys and beacons, and the Dominion steamers "Newfield" and "Glendon," may be had in his Report, which forms Appendix No. 6 to this Report. At the present time there are in operation in this Division 110 lights, 9 fog-whistles, 1 lightship, 4 signal gun stations, 2 automatic signal boys, 6 large iron bell buoys, 5 stationary beacons and 263 iron and wooden can buoys and spar buoys, 3 humane establishments for the relief of distressed seamen, 7 life boat stations and 4 signal stations. The number of lighthouse keepers, engineers of fog whistles, and persons in charge of life boats, humane establishments and signal stations in this Division is 175.

During the past fiscal year important changes were made at the light station at Devil's Island, by the erection of a new tower, and showing two fixed white lights from two towers, instead of one fixed red light from a single tower as formerly. The sum of \$3,576.82 was expended on this work during the past year, as will appear by reference to Appendix No. 14, and the whole cost of the improvements will amount to \$4,770.07.

Reference was made in last year's Report to the new lighthouse in course of erection, on Isle Haute, Bay of Fundy. This building is now nearly completed, and the light will be put in operation on the 15th instant. The light is an intermittent, white catoptric light, visible for 40 seconds in each minute, elevated about 365 feet above high water mark, and in clear weather should be seen all around the horizon at a distance of 20 miles. The lighthouse which is almost hidden by trees is of wood and painted white, and consists of a square tower 53 feet high from base of building to vane on lantern, with a keeper's dwelling attached. The cost of this lighthouse, including lantern and revolving and illuminating apparatus, amounted to \$5,920.36, as will be seen by reference to Appendix No. 14.

The new lighthouse at Pope's Harbour to which reference was made in last year's Report has been fully completed. The sum of \$2,772.40 was expended on this lighthouse during the last year, making the total cost to amount to \$3,109.81.

On the night of the 20th February, the Shelburne Harbour Lighthouse situated near Sand Point was destroyed by fire. Tenders will shortly be invited for the re-building of the lighthouse; an appropriation of \$2,000 having been made by Parliament at its last Session for the purpose.

During the past season, another automatic signal buoy surmounted by a ten inch whistle was placed off the entrance to Halifax Harbour, at a distance of six miles from the iron buoy of the same description. These two buoys are highly spoken of by captains entering the port, and will prove very helpful to navigation.

During the month of October last, the large bell buoy anchored off the Brazil Rock disappeared during a heavy gale, and although search was immediately made for it by the steamer "Glendon," all efforts to recover it have proved fruitless.

An appropriation was made by Parliament at last Session of \$2,000, for the erection of a lighthouse at Sheet Harbour in the County of Halifax. Tenders having been invited, the contract for this work was awarded to R. Rutledge and D. Drako of Sheet Harbour, for \$2,150, and it is expected that the lighthouse will shortly be completed and the light put in operation.

An appropriation of \$1,000 was also made for the construction of a lighthouse on Brooklyn Breakwater, Liverpool Bay; and this lighthouse has been constructed and the temporary light replaced on the 18th November last, by a light shown from a permanent tower placed on the outer end of the pier. The new light is fixed catoptric, showing white to seaward and green into the Harbour. It is elevated 33 feet above high water and should be seen ten miles from all points seaward. The tower is a square wooden building, 33 feet high and painted white. The cost of this lighthouse will appear in the accounts of the present year.

A light has also been established during the past season, in the tower of the new custom house at Pictou; an appropriation of \$250 having been made for this purpose. The light is fixed white catoptric, elevated 60 feet above high water, and should be seen 8 miles in clear weather. The cost of this light will appear in the accounts of the present fiscal year.

A new light has also recently been put into operation on the end of King's Port or Oak Point Pier, Basin of Minas, King's County, for which \$200 was appropriated last session. A fixed white catoptric light is shown from a tower 26 feet high, and in clear weather should be seen at a distance of 8 miles. The cost will appear in the accounts of the present fiscal year.

Tenders have been invited for the construction of lighthouses at Wedge Island and Three Top Island, Guysborough County, for which works appropriations were made at last Session; those of Mr. Thomas O'Neill, of Salmon River, Guysborough,

were accepted, but he has lately declined to enter into the contract, and it may probably be found necessary to invite new tenders.

An appropriation of \$3,000 was also made for the erection of a lighthouse on Pease's Island, in the County of Yarmouth; and the contract, after calling for public tenders, was awarded to Mr. Israel Chute of Brookville, Digby, for the sum of \$1,848. The work will be completed next season, and the expenditure appear in the accounts of the present year.

Tenders have been invited for the constructions of beacon lights at the entrance of the Harbour au Bouche, Antigonish County, for which work \$1,000 was appropriated, but the contract has not yet been awarded.

The sum of \$3,000 was appropriated at last Session for the erection of a lighthouse near Point Michaux or St. Esprit Island, Richmond County, Cape Breton, and it is proposed shortly to invite tenders for this work.

The sum of \$2,000 was also appropriated for the erection of a fog horn on the coast of Lunenburg, and a Champion fog horn has been purchased for this purpose, at a cost of \$1,750, and will be erected on Cross Island, as soon as arrangements can be made.

On the 1st July last, the fog-whistle on the west end of Sable Island was discontinued. The boiler required large repairs and the expense of keeping it in operation was very heavy, and its usefulness as a signal was considered very doubtful, owing to its being situated so many miles from the danger.

The following changes have occurred in the keepership of the lights in this Division since the date of last Report, viz :—

By Order in Council of the 8th February last, the salary of Mr. Michael Wrayton, keeper of the lighthouse on Stoddart's Island, Shelburne County, was increased from \$100 to \$150 per annum.

By Order in Council of the 8th February last, the salary of Mr. Zobud Mulnes, keeper of the lighthouse at Mullin's Point, was increased from \$100 to \$150 per annum, as the salary was considered inadequate.

By Order in Council of the 9th April last, Mr. Samuel Massie of Halifax was appointed keeper of the lighthouse at Peggy's Point, Halifax County, at a salary of \$350 per annum, in the room of Mr. Crooks, deceased.

By Order in Council of the 9th April last, the salary of Mr. James Lloyd, keeper of Carter's Island light, was increased from \$200 to \$250 per annum, as the salary was considered inadequate to the duties required.

By Order in Council of the 16th May last, the salary of Mr. Robert Winton, light keeper at Guyon Island, was increased from \$400 to \$450 per annum, and an allowance of 10 tons of coal made for the service of the Station.

By Order in Council of the 22nd May last, Mr. Howard Palmer of LaHave, was appointed keeper of the lighthouse at Fort Point, LaHave, at a salary of \$200 per annum, in the room of Mr. William Palmer, deceased.

By Order in Council of the 23rd May last, the salary of Mr. B. Fulker, light-house keeper at Devil's Island, was increased from \$380 to \$500 per annum, owing to an additional lighthouse having been erected.

By Order in Council of the 17th June last, Dennis Gerrior of Tor Bay, was appointed keeper of the lighthouse at Tor Bay, at a salary of \$250, in place of Mr. Joseph Delory, resigned.

By Order in Council of the 8th August last, Mr. John H. Saulnier, of Clare, was appointed keeper of the light at Church Point, at a salary of \$200 per annum, in the room of Mr. Joreemiah McLaughlin, resigned.

By Order in Council of the 23rd October last, Mr. Angus Beaton was appointed keeper of Pugwash Light, at a salary of \$300 per annum, in place of Mr. Rufus F. Bent, deceased. A gratuity of two months' salary, amounting to \$50 was allowed under Order in Council of the 18th November, to the widow of Mr. Bent.

By Order in Council of the 17th December last, Mr. John Perry of Sheet Harbour, was appointed keeper of the new lighthouse at Sheet Harbour, at a salary of \$500 per annum.

By Order in Council of the 20th March last, a gratuity of \$950 was granted to Captain Kendrick, who was obliged to resign his situation of Superintendent of Lights, owing to mental infirmity. Captain Kendrick has since died.

The total cost of the maintenance of lighthouses, fog-whistles, buoys and beacons in the Division, including the Humane Establishments on Lake St. Paul and Scattarie Islands, during the fiscal year ended 30th June last, amounted to \$1,32,261.82, and the amount expended during the same period out of the general appropriations for construction of lights was \$13,500.

PRINCE EDWARD ISLAND LIGHTHOUSE DIVISION.

The Report of Mr. William Mitchell, Agent of the Department at Charlottetown, who also acts as Inspector of Lights, will be found in Appendix No. 4 to this Report.

In this Division there are at present 22 light stations, under the charge of 22 light-keepers. At seven of the Stations there are range lights in operation, making the total number of lights amount to 30.

An appropriation of \$1,600 was made by Parliament at its last Session for the erection of two range light towers at the entrance to St. Peter's Harbour, King's County. Tenders having been invited for the work, the contract was awarded to Mr. James Barclay, of Ellerslie, for the sum of \$550. The towers are now about completed, and the total expenditure for the work will appear in the accounts of the present year.

The sum of \$1,500 was also appropriated at last Session for the erection of new range lights at Murray Harbour, to replace the present beacons, which are found unsuitable. The contract for these towers has been awarded to Mr. Joseph Egan, of Mount Stewart, for the sum of \$850, and the work is being proceeded with.

An appropriation of \$4,000 was also made at last Session for the erection of a new lighthouse and pier at Indian Point, Summerside Harbour, and tenders will shortly be invited for the work, as also for the erection of new lights at Cove Head, Crapaud, New London and Orwell Harbours, for which appropriations were made by Parliament at last Session.

During the past season it was found necessary, in the interests of navigation, to change the character of the light at East Point, and substitute a revolving white light attaining its greatest brilliancy every three minutes, for the fixed white light formerly shown. As the tower was not sufficiently strong to sustain the weight of the new lantern and apparatus, material changes and improvements became necessary, and considerable cost was incurred in the work. The new light was put into operation on the 1st June last, and can be seen in clear weather at a distance of 17 miles from all points of approach. The cost of new lantern, revolving and illuminating apparatus, together with the work required to the lighthouse tower and other improvements, amounted to \$3,474.66, as will be seen by reference to Appendix No. 12.

The only change which has occurred in the keepership of the lights in this Division, since date of last Report, is that occasioned by the resignation of Mr. Lewis McDonald, lighthouse keeper at North Cape, and the appointment, by Order in Council of the 6th June last, of Mr. Peter H. Perry, in his place, at a salary of \$300 per annum.

By reference to Appendix No. 12, it will be seen that the sum of \$16,686.66 was expended during the last fiscal year in the maintenance of lighthouses, buoys and beacons, and \$2,504.47 in the construction of new lighthouses.

BRITISH COLUMBIA LIGHTHOUSE DIVISION.

The lighthouses in this Division are under the supervision of Captain James Cooper, Agent of the Department at Victoria, and a detailed Report as to the condition of the lighthouses, buoys and beacons under his charge forms Appendix No. 5

to this Report. The lighthouses in British Columbia number six, and there is one lightship. The number of lightkeepers and assistants is 14.

It will be seen, by reference to the Report of the Agent, that the lightship at Fraser River was capsized by a heavy gale on the 20th April last, and that it was found necessary to take the vessel into port for repairs. These repairs were carried out in the months of May and June, and it is expected that they will render the vessel effective for the next five years. Details of the expenditure for these repairs will be found in Appendix No. 13

Some repairs were also found necessary to the lighthouse at Entrance Island, which indicates the entrance to Departure Bay and Nanaimo, and particulars of these will be found in the Agent's Report.

No changes have occurred in the keepership of the lights since date of last Report.

The total cost of the maintenance of lights, buoys and beacons in this Division for the year ended 30th June last, amounted to \$18,948.78, as will be seen by reference to Appendix No. 13.

OIL.

The oil required for the different Lighthouses in the Dominion, excepting for those in British Columbia, was supplied under contract during the past year by Messrs. F. A. Fitzgerald & Co., Union Petroleum Co., London, Ontario.

The lights in British Columbia with the exception of the Fraser River Lightship and Race Rocks Light, use petroleum oil; at Race Rocks and Fraser River, dog-fish liver oil, which is found to give a brilliant light and to answer every practical purpose, is now used instead of colza oil as formerly.

The contract with Messrs. Fitzgerald having expired, tenders were invited in February last, for the supply of 100,000 gallons, imperial measure, per annum, for one or three years at the option of the Department, of the best quality of double distilled, standard white, extra refined petroleum oil, to be non-explosive at a vapor test of 130° Fahr., and to have a specific gravity at 60° Fahr. of between 40° and 45° Baume, and in burning for 12 hours to produce a brilliant and purely uniform flame, neither crusting the wick, nor discolouring the chimney; oil to be delivered at Goderich, Hamilton, Montreal, Quebec, St. John and Halifax, in such quantities and at such times as the Department may desire. The tender of Messrs. F. A. Fitzgerald & Co., of London, being the lowest, was accepted, and a contract entered into with them for a term of three years, to supply oil of the quality specified at the following rates, viz: at Goderich at the rate of 21 cents per gallon, at Hamilton 21½ cents, at Montreal 22 cents, at Quebec 23½ cents, at St. John, N.B., 24 cents and

at Halifax, N.S., 24 cents per gallon. The quantity of oil supplied to the lighthouses above Montreal, during the past season, amounted to 17,322 gallons, to the lights in the Quebec District and on the north-shore of New Brunswick and Prince Edward Island 31,221, to the lights in the Bay of Fundy 12,212, and to the Nova Scotia lights 43,654 gallons, making in all 104,409 gallons.

DOMINION STEAMERS.

The steamers under control of this Department consist of the screw steamer "Napoleon III," the "Druid" paddle wheel; the "Newfield" screw; the "Glendon" screw; the "Sir James Douglas" screw; and two small steam launches "Dolphin" and "Wannonish," employed at Quebec in connection with the River Police Steamer, and for preserving order among the shipping, under the regulations of the Harbor Commissioners.

As will be seen by reference to the Report of the Agent at Quebec, the steamship "Napoleon III" has been employed during the past season in supplying the Light Stations in the lower portions of the Quebec District, the north shore of the River St. Lawrence, in the Gulf and in the Straits of Belle Isle, the north shore of New Brunswick and Prince Edward Island. During the past season two trips were made to all the principal stations in the Gulf, excepting those in New Brunswick and Prince Edward Island. A statement of the movements of this steamer from the 4th September, 1877 to the 5th June, 1878, will be found with the Report of the Agent.

The steamship "Druid" has been employed during the past season, in supplying the lights, &c., from Point des Monts to Montreal, and in laying down, taking up and keeping in position the numerous buoys below Quebec. She was also employed during a portion of last season on the service of His Excellency the Governor General and suite. A statement of the movements of this steamer from the 17th July, 1877 to the 30th June, 1878 will be found in the Report of the Agent.

The steamship "Lady Head" which was employed for a number of years past, in the service of this Department, unfortunately ran ashore while employed in the Fisheries Protection Service, on the night of the 10th August last, at Point Jaune near Fox River, Gulf of St. Lawrence, and became a total wreck. Ineffectual efforts were made to save the vessel, but after considerable expenditure, it was decided to sell her at public auction, after stripping her of her rigging, sails and anchors and furniture. The amount realized by the sale was \$650. An official investigation into the cause of the casualty was held by the Harbor Commissioners of Quebec, on the 24th, 25th and 30th September last, under the authority of an Order in Council, and the court, after taking evidence, decided to suspend the certificate of Cyprien Morin, who held the position of sailing master on board the vessel, for a period of six calendar months, and found that the first and second mates were incompetent to fulfil the duties they had to perform. This judgment of the court was duly confirmed.

The steamer "Newfield," as will be seen by the very full summary given in the report of the Agent at Halifax, Appendix No. 6, has been busily engaged in the lighthouse and fog whistle service since the date of last report, with the exception of a period extending from the 17th December till the 16th February, when she was employed in conveying goods to the Paris Exposition. This service was very satisfactorily performed.

The steamer "Glendon" during the past year, has been employed in the Nova Scotia division, attending to the Halifax buoy service, supplying coal to the Sambro Fog-Whistle Station and conveying supplies to the various lighthouses and fog whistles, and attending to the buoy service on different parts of the coast. A full statement of her service will be found in the report of the Agent at Halifax.

The steamer "Sir James Douglas," employed in British Columbia, has, as usual, during the past year attended to the light and buoy service in that Province. In consequence of telegraphic communication with Victoria being cut off by the submarine cable between the Islands of the San Juan group becoming defective, the steamer was employed during a portion of last season, in carrying messages for the senior officers of Her Majesty's Naval Forces, and the Provincial Government. She has also been employed in the repairing of the sub-marine cable referred to. The sum of \$1,677.23 was received as earnings during the past fiscal year, and deposited to the credit of the Receiver General.

The steamer "Richelieu" which was employed for a number of years in the lighthouse and buoy service of the Montreal Trinity House, and transferred to the Montreal Harbor Commissioners when that body assumed the duties of the Trinity House, was unfortunately sunk in 22 feet of water on the 22nd October, by colliding with the steamer "Rocket" near Cape Madeleine, about three miles below Three Rivers. An examination was directed by the Harbour Commissioners with a view to ascertain the cost of raising the vessel, and the estimated cost of raising and putting the vessel in good condition was given as \$6,000. A careful examination and report of the condition of the boat made in 1876, valued her at \$5,000; so that as nearly as could be estimated, the wreck was not worth raising and repairing by \$1,000.

In the report of the Agent of this Department at Charlottetown, Appendix No. 4, will be found a statement of the work of the steamer "Northern Light," employed in maintaining communication during the winter season between Prince Edward Island and the mainland. It will be seen from this statement, that the steamer performed her trips between Georgetown and Pictou successfully from the 19th December 1877, to the 25th January 1878, when the Straits of Northumberland became filled with heavy drift ice, and the regular trips of the steamer prevented. On the 10th April, the vessel while attempting to make her way through the heavy ice, broke her propeller, and was disabled for further service. During the past season a new bronze propeller has been placed in the vessel at a cost of \$2,800, and the vessel

has lately commenced running between Georgetown and Pictou, and performing her trips with regularity.

By reference to Appendix No. 35 it will be seen that the expenditure on account of this vessel in maintaining winter communication between Prince Edward Island and the mainland for the last fiscal year was \$25,704. The amount received for carriage of freight and passengers last season was \$2,832.85

The amount expended during the fiscal year ended 30th June last, as will be seen by reference to Appendix No. 15 for the maintenance of "Napoleon III," was \$22,272.59 and of the "Druid" \$12,112.55. For general accounts of both these steamers \$8,297.85. Steamer "Newfield" \$23,230.76, "Glendon" \$14,271.54, "Lady Head" \$5,525.35, "Sir James Douglas" \$12,193.40, making the entire expenditure \$97,904.05, exclusive of the expenditure of the "Lady Head" while employed in the fisheries protection service and the "Northern Light's" expenditure.

HARBOR AND RIVER POLICE.

A river police force has been maintained for a number of years past at the ports of Montreal and Quebec, for the purpose of maintaining order among the shipping during the season of navigation and restraining crimping. Under the provisions of the Act 31 Vic. cap. 62, a tax of three cents per ton is imposed on all vessels arriving at these ports for the maintenance of the force, vessels of 100 tons and under being required to pay a tax once in each year, and vessels over 100 tons twice in each year.

Mr. R. H. Russell, who for 20 years past held the position of Chief of the River Police Force at Quebec, and also that of Shipping Master, owing to his advanced years was placed on the superannuated list, on the 16th May last, with a pension of \$705.60 per annum, and Mr. Benjamin Trudel was appointed in his place at a salary of \$1,200 per annum. Mr. Trudel's report, as Chief of Police, will be found in the Supplement No. 2 to this Report. This force, as customary, was sworn in on the 1st May last, and disbanded on the 30th November. It consisted during the last season of the Chief Constable, one Clerk and assistant in the Shipping Office, who receives a salary of \$1,000 per annum; one chief coxswain, who acts also as steersman of steamer No. 1, at \$2.30 per diem; one steersman and six coxswains, at \$1.80 per day; 37 constables at \$1.50 per day, and two engineers and one assistant at \$50, \$45 and \$25 per month.

It will be seen by reference to the report of the Chief Constable, that during the past season the police steamers have performed the usual day duty, and that during the night the force is divided into crews, consisting of one coxswain and six constables who patrol the river. Warrants are executed on the river and on the shore by the force, and when necessary the Harbour Master or Assistant is furnished

with a steamer or boat. Crimping has been very effectually repressed, under the operations of the Act 36 Vic., Cap. 129, and but few breaches of the law have occurred during the past season. Owing to the existing commercial depression, the fleet visiting Quebec during the season was unusually small, and the duties of the Police were in consequence lighter than usual. 334 persons were arrested during the season by the Police, for various offences, and a statement of the offences, and of the nationality of the parties offending, will be found appended to the Report of the Chief Constable.

The total amount expended at Quebec, in connection with this service for the fiscal year ended 30th June last, was \$23,498.06, while the dues collected for the same period amounted to \$21,258.00, showing a deficiency of \$2,240.06 in receipts as compared with expenditure.

A detailed statement of the expenditure of the River Police Force, showing the amount disbursed for pay and clothing, maintenance of the police steamers and contingencies, will be found in Appendix No. .

The Water Police Force at Montreal, during the past season, consisted of the Inspector, one Chief Constable, four sergeants and nineteen constables, numbering twenty-five in all. The Chief Constable received at the rate of \$3.00 per diem, the Inspector \$2.50, the sergeants \$1.90, and the constables \$1.50 per diem. Chief Constable John McLaughlin, who had filled the position very efficiently for a number of years, died on the 8th Dec., 1877, and Mr. George Murphy was appointed to the position by Order in Council of the 10th of April, 1878, at a salary of \$3.00 per diem.

The report of Mr. H. S. A. Ormond, Inspector of the Force, for the fiscal year ended 30th June last, will be found in Supplement No. 2, together with a statement of the arrests, 234 in number, made during the year, and also a statement of the casualties on the wharves and in the harbour, that occurred during the year. During the past season the force maintained its usual efficiency and gave satisfaction.

The total expenditure on account of the Montreal Water Police for the past fiscal year, as will be seen by reference to Appendix No. 21, was \$14,062.08, while the amount of Harbour Police dues collected at Montreal during the same period was \$5,444.43, showing an excess of expenditure over receipts of \$8,617.65. The expenditure for this force during the preceding fiscal year was \$13,524.29, and the receipts amounted to \$5,085.90.

The total amount expended at Quebec and Montreal, on account of River Police Service for the past fiscal year, was \$37,570.14, and the amount voted for the service was \$37,590. The total amount collected at Quebec and Montreal during the year ended 30th June last, was \$26,702.43, being \$1,895.67 less than the amount collected the preceding year, and the excess of expenditure over receipts amounted to \$10,857.71.

The receipts and expenditure on account of this service, during the past nine years, are as follows, viz. :—

	Receipts.	Disbursements.
For fiscal year ended 30th June, 1870.....	\$23,996 63	\$18,461 83
“ “ “ 1871.....	21,235 06	17,400 73
“ “ “ 1872.....	27,215 80	20,348 00
“ “ “ 1873... ..	26,618 50	32,653 87
“ “ “ 1874.....	28,650 39	38,897 52
“ “ “ 1875.....	25,620 09	37,895 00
“ “ “ 1876.....	26,499 09	41,222 68
“ “ “ 1877.....	28,598 10	35,006 37
“ “ “ 1878.....	26,702 43	37,560 14
	<hr/>	<hr/>
	\$235,136 14	\$279,446 14
Deduct receipts from expenditure.....		235,136 14
		<hr/>
Excess of expenditure over receipts.....		44,310 00

SICK AND DISTRESSED MARINERS.

Under the provisions of the Act 38 Vic., Chap. 31, amending the Act respecting the treatment and relief of Sick and Distressed Mariners, vessels of greater burthen than 100 tons register are liable to pay a duty of two cents per ton three times in one year, instead of twice as formerly; vessels of 100 tons and under paying twice in each year, and the effect of this amendment has been to increase to some extent the receipts of the Sick Mariners' Fund. During the year ending the 30th June last, the receipts amounted to \$44,665.07, being an increase over the receipts of the preceding year of \$925.88.

As the Sick Mariners' Act does not apply to the Province of Ontario, no dues are collected for vessels in that Province and no expenditure for sick seamen in Ontario consequently appears in the Public Accounts. A grant of \$500 has however been made for some years past towards the General and Marine Hospital at St. Catharines, and to the General Hospital at Kingston, as sick seamen are received and cared for in these institutions. In the Province of Quebec the expenditure on account of sick and distressed seamen, including the total expenditure for the Marine and Immigrant Hospital at Quebec, amounted to \$23,103.96, as will be seen by reference to Appendix No. 30. Of this sum \$579 was expended on account of shipwrecked and distressed seamen, and \$527.36 for sick seamen at Ports other than those of Montreal and Quebec.

At the Port of Montreal, sick seamen are cared for at the General Hospital under an arrangement made by the Department, by which 90 cents per diem is paid

for each seaman, including both board and medical attendance. The number of seamen treated at this Hospital, for the year ended 30th November, 1877, was 136 and the amount paid was \$2,015.10. The amount of sick mariners' dues collected at the Port of Montreal for the fiscal year ended 30th June last, was \$2,480.08.

At the Port of Quebec, sick seamen are provided for at the Marine and Immigrant Hospital. The sum of \$20,000 was appropriated by Parliament for the maintenance of this Hospital, and the amount expended for the last fiscal year was \$19,987.50 as will be seen by reference to Appendix No. 28. The usual grant of \$2,666.67 was received from the Government of Quebec, and \$361 from paying patients and rent of beach lots, making the total amount deposited to the credit of the Receiver General \$3,027.67, thus reducing the cost of maintenance to the Government of the Dominion to \$16,959.83. In this sum the cost of maintaining sick immigrants as well as seamen, is included, and estimating the cost of immigrants, of whom there were six in the Hospital having 58 days' treatment at \$133.85, the cost of sick seamen would amount to \$16,825.98. By reference however to the Report of the Resident Physician (See Appendix No. 28), it would appear that during the year ended 30th June last, out of 929 patients received, 518 were seamen having 7,291 days' treatment, six were immigrants having 58 days' treatment, and 405 were residents of Quebec having 15,805 days' treatment in the Hospital. As stated therefore in previous Reports, the contribution made towards the institution by the Government of Quebec, and which was reduced from \$4,000 to \$2,666.66 in 1875, is altogether inadequate towards the support of residents in the Hospital. A fair proportion of the cost of the Institute for the last fiscal year would be as follows: for seamen \$6,293.89, for immigrants \$50.07 and for residents \$13,643.54. Taking into consideration the total number of days spent in the Hospital by sailors, immigrants and residents of Quebec, viz., 23,154, the cost of maintaining each patient per diem, viz., 86½c. does not appear to be excessive.

The amount of sick mariners dues collected at the Port of Quebec during the last fiscal year, was \$14,604.40, being \$1,119.52 less than that of the preceding year, and the total amount of dues collected in the Province of Quebec for the same period was \$18,901.84, instead of \$19,896.86 collected in the preceding year. The expenditure for sick seamen at the different Ports in the Province, for the last fiscal year, estimating the actual charge to the fund for the Marine Hospital at Quebec at \$16,825.98 as above stated, amounts to \$19,947.44, shewing an excess of expenditure over receipts of \$1,045.60. This is owing however to the heavy expense incurred in maintaining the residents of Quebec in the Marine Hospital for such an inadequate remuneration.

The expenditure on account of sick and disabled seamen in the Province of New Brunswick, amounted during the last fiscal year to \$10,350.41, and for shipwrecked and distressed seamen \$388.03, making a total expenditure of \$10,738.44, while the

receipts for the same period amounted to \$11,407.35, showing an excess of receipts over expenditure of \$668.91. Marine Hospitals are established in New Brunswick at the Ports of St. John, St. Andrews, Miramichi, Richibucto, Bathurst and Sackville, and returns are received weekly from the physicians in charge as to the number of patients. From these Returns, it would appear, that the average weekly number of patients at the different Hospitals is as follows, viz.: St. John Marine Hospital 10; Miramichi, 6; St. Andrews, $1\frac{1}{2}$; Richibucto, $1\frac{1}{2}$; and Sackville, 2.

By reference to Appendix No. 30, it will be seen that the expenditure on account of these Hospitals for the past fiscal year, was as follows: St. John Marine Hospital \$4,915.37; Miramichi, \$2,059.94; St. Andrews, \$640.53; Bathurst, \$131.90; Richibucto, \$665.68; Sackville, \$1,212.90, while the expenditure at the other ports of the Province, where no hospitals existed, amounted to \$730.89. The collection of sick mariners' dues at the Port of St. John for the past fiscal year amounted to \$5,025.34.

In the Province of Nova Scotia, Marine Hospitals have been established at the Ports of Sydney and Yarmouth. At other Ports, sick seamen are cared for by the Chief Officer of Customs, except at Halifax, where they are admitted into the Provincial and City Hospital, under special arrangements made with the managers, by which \$5 per week is paid for the board and medical attendance of each seaman.

By reference to Appendix No. 30, it will be seen that the sum of \$2,322.37 was paid to this hospital during the last fiscal year for this service. The cost of maintenance of the Marine Hospital at Sydney for the past year amounted to \$1,892.99. The total amount expended for sick and disabled seamen in the Province of Nova Scotia during the past fiscal year amounted to \$11,395.47, and for shipwrecked and distressed seamen, to \$2,977.85, making the total expenditure amount to \$14,375.32, being \$1,124.68 less than that of the preceding year. At the Port of Halifax the collections for the past year amounted to \$4,122.46, and the total receipts for the same period throughout the Province amounted to \$10,923.47. It will thus be seen that there was an excess of expenditure over receipts of \$3,451.85.

In the Province of Prince Edward Island, the expenditure on account of sick and disabled seamen during the past fiscal year amounted to \$1,227.11, and for distressed seamen to \$705.51, making a total expenditure of \$1,932.62, while the collections to the Sick Mariners' Fund for the same period amounted to \$820.16, showing an excess of expenditure over receipts of \$1,112.46. Marine Hospitals have been established at the Ports of Charlottetown and Souris. The cost of maintenance of the hospital at Charlottetown during the past year amounted to \$1,227.11, and of that at Souris, including expenditure at other outports, to \$705.51. During the last fiscal year 64 seamen were admitted into the hospital at Charlottetown, which consists of a small rented cottage, and is not considered suitable for the purpose required. The

hospital at Souris was built for the purpose, and has only been in use during the past season.

In the Province of British Columbia the sum of \$3,827.28 was expended during the past year for sick and disabled seamen, and the collection for the Sick Mariners' Fund for the same period amounted to \$2,612.25. A Marine Hospital is established at Victoria, and 45 seamen were admitted during the past fiscal year as will be seen by referring to the Agent's report. The cost of maintenance amounted to \$2,060.95. A report has also been received from the Medical Superintendent.

During the past fiscal year the sum of \$2,491.98 was paid to the Imperial Board of Trade, to reimburse expenses incurred in caring for shipwrecked and distressed Canadian seamen of Canada in foreign ports.

The total expenditure by this Department, on account of sick, disabled shipwrecked and distressed seamen, during the past fiscal year, including the grant of \$500 to each of the hospitals at St. Catharines and Kingston, and the entire expenditure on account of the Marine Hospital at Quebec amounted to \$57,474.60, being \$4,940.92 less than that of the preceding year, and \$7,275.40 less than the amount appropriated by Parliament for the service. It will be seen, however, that as the entire collections of sick mariners' dues amounted only to \$44,665.07, the excess of expenditure over receipts amounted to \$12,809.53 for the past fiscal year. Should a deduction, however, be made of the fair proportion of expense of maintaining residents and immigrants in the Marine Hospital at Quebec, which amounts, as stated above, to \$13,693.61, the expenditure would amount only to \$43,780.99, and there would be an excess of receipts over expenditure of \$884.03.

The receipts and disbursements in connection with this service during the last ten fiscal years were as follows:—

				Receipts.	Disbursements.
For fiscal year ended 30th June, 1869	...			\$31,353 78	\$26,987 64
do do 1870	...			31,410 46	27,029 34
do do 1871	...			29,683 41	28,971 22
do do 1872	...			34,911 64	38,947 60
do do 1873	...			37,136 10	41,016 43
do do 1874	...			41,500 16	59,778 90
do do 1875	...			37,801 46	50,684 76
do do 1876	...			41,287 66	46,828 49
do do 1877	...			43,739 21	51,647 94
do do 1878	...			44,665 07	43,780 99
				<u>\$373,488 95</u>	<u>\$415,673 31</u>
					373,488 95
					<u>Balance to debit of Fund.....</u>
					\$42,184 36.

IMPROVEMENT OF HARBOURS.

Under the provisions of the Act 32 and 33 Victoria, cap. 40, a tax of ten cents per ton was formerly imposed for the improvement of harbours, on all vessels arriving at the Ports of Bathurst and Richibucto, N.B., Amherst and House Harbour, Magdalen Island, and Cape Chatte, Quebec; these ports having been proclaimed to be under the operation of the Act referred to. By Order in Council of the 7th May 1877, the tonnage duty was reduced to four cents for every ton of the registered measurement of vessels entering the ports in question.

By Order in Council of 1st May 1877, the Port of Southern Bay, Ingonish, in the County of Victoria, N.S., was proclaimed under the operation of the Act, and a tonnage duty of six cents per ton, imposed on all vessels entering that port.

The amount collected at the different ports under the operation of the Act, for the year ended 30th June last, was as follows:—

Cape Chatte, Gaspé	\$5.90
Amherst and House Harbour, Magdalen Island.....	185.30
Bathurst, N.B.....	443.52
Richibucto, N.B.....	1331.20
South Bay, Ingonish.....	
	<hr/>
	\$1,965.92

The amount collected for the year ended 30th June, 1877, was \$2,397.26.

The only expenditure incurred during the past fiscal year was \$51.50 at South Bay, Ingonish.

At the port of Cow Bay, in the County of Sydney, N.S., the sum of \$3,931.45 was collected under the provisions of the Act 37 Vic. chap. 18, which authorized the purchase of the pier or breakwater at that place, and provided for its maintenance. This amount is made up of tonnage dues, at the rate of six cents per ton of the registered tonnage of each vessel entering the harbour, and of wharfage dues levied and collected on merchandise, landed on the pier. The rates are fixed at three cents per barrel and a proportionate rate on all other goods or packages.

STEAMBOAT INSPECTION.

The Report of the Chairman of the Board of Steamboat Inspection for the year ended 31st December last, will be found in Supplement No. 2 to this Report, together with statements showing the names of engineers examined and to whom certificates had been granted and renewed, the amount of fees paid for such certificates, the steamboats inspected, and the amount of duties and fees collected; also statements showing the steamboats added to the number in the Dominion and those broken up, lost, or rendered unfit for service during the year. From this Report and statements it will appear, that during the last calendar year there have been issued 1,178

certificates against 1,202 issued the previous year, showing a decrease of 24 for the year just closed. The certificates granted are classed as follows: First class engineers 68; second class 149; third class 201; first class assistant 340; second class assistant 177; third class assistant 118; limited and confined to special steamers 125. The sum of \$2,870 was received by the chairman as fees for certificates, and deposited to the credit of the Steamboat Inspection Fund, being a decrease of \$173 in the amount received for the calendar year 1877.

The total number of steamers inspected during the calendar year was 771, having a gross tonnage of 155,064 tons and 94,377 tons register. Of this number 224 were inspected in West Ontario, Huron and Lake Superior Division, 99 in East Ontario Division, 132 in the Montreal Division, 60 in the Three Rivers Division, 103 in the Quebec Division, 108 in the Maritime Provinces, 33 in British Columbia, and 11 in the Manitoba Division. Of the 771 steamers inspected, 300 were paddle-wheel, 470 screw; 333 passenger, 80 freight and 358 tug steamers.

During the last calendar year there were added to the list of steamers in Canada, 58 new steamers, having a gross tonnage of 6,725 tons and 4,354 tons register. During the same period 38 steamers were lost, broken up or put out of service, having a gross tonnage 3,785 tons and 2,576 tons register. This shows a gain in steamers of 20 and of gross tonnage 2,940 tons and 1,778 tons register. The principal increase in new steamers has been in the West Ontario and British Columbia and Manitoba Divisions, 31 out of 58 steamers having been built in these Divisions.

The amount received during the last fiscal year, on account of tonnage dues, inspection of steamboats and certificates to engineers was \$12,431.25, of which sum \$9,323.25 was for tonnage dues and inspection fees and \$3,108 for certificates to engineers. This shows a decrease in receipts as compared with the preceding year of no less a sum than \$3,498.17 in tonnage dues and inspection fees, and of \$30 in fees for certificates, or a total decrease of \$3,528.17. This decrease is owing to the very great reduction which was made in the rate of tonnage duty, which was fixed by Order in Council of 22nd May 1877, at 4 cents instead of 7 cents for every ton which a steamboat measures, and which came into operation on the 1st July, 1877.

The expenditure for steamboat inspection during the past fiscal year, as will be seen by reference to Appendix No. 16, amounted to \$13,228.23, and as the receipts amounted only to \$12,431.25; there is a deficiency for the past year of \$797.03.

A statement of the different casualties which occurred in the respective divisions will be found detailed in the report of the Chairman. It will be seen that a loss of two lives occurred in the district of Ontario, but these casualties do not appear to be caused by any failure in the matter of inspection, but in one instance, perhaps, to have been owing to over-crowding on a steamer. The Chairman states that numerous

complaints have been made to him in regard to over-crowding on ferry and excursion steamers, and that a necessity exists for providing some security against the dangers occasioned thereby.

He also reports that during the past season no complaints have been made to him by owners or masters of steamboats against inspectors in the discharge of their duties, and but few against engineers.

It will be seen by the following comparative statement of receipts and expenditure on account of Steamboat Inspection Fund for the past nine fiscal years, that during that period the entire receipts, \$122,731.43, have exceeded the expenditure, \$97,300.26, by the sum of \$25,431.17, which remains as a balance to the credit of the fund.

			Receipts.	Expenditure.
For fiscal year ended 30th June, 1870.....			\$12,521 29	\$7,399 18
do	do	1871.....	10,369 96	8,321 00
do	do	1872.....	11,710 43	8,500 00
do	do	1873.....	15,412 75	11,205 54
do	do	1874.....	15,603 19	10,291 58
do	do	1875.....	15,011 90	12,199 81
do	do	1876.....	13,811 24	13,081 86
do	do	1877.....	15,859 42	13,073 01
do	do	1878.....	12,431 25	13,228 28
			<hr/>	<hr/>
			\$122,731 43	\$97,300 26
			97,300 26	
			<hr/>	

Excess of receipts over expenditure.... \$25,431 17

CERTIFICATES TO MASTERS AND MATES.

The Report of the Chairman of the Board of Examiners of Masters and Mates for the calendar year ended 31st December, 1878, will be found in Supplement No. 2, to this Report. During the past calendar year, as will be seen by reference to the Report, the Board of Examiners have held meetings for the examination of candidates at the Ports of Halifax, N.S., St. John, N.B., Charlottetown, P.E.I., Quebec and Yarmouth, N.S. At the Port of Halifax twelve meetings were held, twelve at St. John, four at Charlottetown, three at Quebec, and six at Yarmouth. At Halifax, the number of masters who succeeded in passing and obtaining certificates of competency was 27, and the number of mates 16, while 5 candidates failed as masters, and 3 as mates. At the Port of St. John 27 candidates passed for the grade of master, and 29 as mates, while 19 failed as masters, and 12 as mates. At the Port of Charlottetown 9 candidates passed for the grade of master and 2 as mates, while 3 failed as masters. At the Port of Quebec 4 candidates passed for the grade of

master, and 3 as mates, while 2 failed as master. At the Port of Yarmouth 12 candidates passed for the grade of master, and 5 as mates, while 6 failed as master and 1 as mate. It will thus be seen that during the past year, out of 112 candidates that presented themselves at the ports named for examination as masters, 79 succeeded in passing and 33 failed, and that out of 73 that applied for examination as mates, 55 passed and 18 failed.

The number of candidates who have passed and obtained masters' certificates since the Act went into operation, viz:—16th September, 1871, to 31st December, 1878, is 947, and the amount paid for these certificates, at the rate of \$10 each, \$9,470.

During the same period 331 candidates received certificates of competency as mates, and the amount paid at the rate of \$5 each, was \$1,655.

In the supplement referred to a list will be found of all who have obtained certificates of competency and service, either as master or mate, during the year ended 31st December, 1878.

During the calendar year eight certificates of service for the grade of master, and nine for that of mate have been granted.

The total number of certificates of service issued since the Act came into operation is 821 for the grade of master, and 288 for that of mate, making a total of 1,109 certificates granted. These certificates, as stated in previous Reports, are granted to masters and mates who are unable or unwilling to undergo examination for certificates of competency, and who have held situations as masters and mates previous to 1st January, 1870, and can produce certificates of experience and general good conduct. The fee charged for certificates of service is at the rate of \$5 for master, and \$3 for mate.

The fees received on account of certificates of competency and service during the fiscal year ended 30th June last, was \$1,296.50, and the amount expended on account of this service, as will be seen by reference to Appendix No. 17 to the General Report, was \$4,249.76. The amount voted by Parliament for this service was \$4,250, leaving an unexpended balance of 24 cents, which reverted to the Treasury.

A list of certificates cancelled during the last calendar year will also be found in Supplement No. 2 to this Report.

Mr. F. W. Hyndman, who was appointed an Examiner of masters and mates at Charlottetown on the 10th June, 1876, resigned his office on the 17th March, 1877 and his resignation was accepted. The other Examiner, Captain Roderick Cameron still continues to discharge the required duties at that port.

It was represented to the Department that it would be in the interest of Candidates for certificates of competency to have examinations held at Yarmouth, Nova Scotia, and on the 24th of June last, Captain Henry Lewis and Captain Thomas Killam were appointed Examiners by Order in Council for that port. As before mentioned, six meetings of the Board were held at Yarmouth, at which 17 candidates passed and received certificates of competency.

The following statement shews the receipts and expenditure on account of this service since the Act went into operation, viz :—

				Expenditure.		Receipts.
For fiscal year ended 30th June, 1871	...			\$1,410 45	...	Nil.
do	do	1872	...	4,312 07	...	\$1,344 00
do	do	1873	...	6,466 18	...	4,963 00
do	do	1874	...	4,520 19	...	2,995 00
do	do	1885	...	5,696 62	...	2,715 00
do	do	1876	...	4,672 08	...	2,021 87
do	do	1877	...	4,050 00	...	1,740 50
do	do	1878	...	4,249 76	...	1,296 50
				<u>\$35,377 35</u>	...	<u>\$17,075 87</u>
				17,075 87		
Excess of expenditure over receipts.....				\$18,301 48		

WRECKS AND CASUALTIES.

The casualties to British, Canadian and foreign sea-going vessels reported to the Department as having occurred in Canadian waters, and to Canadian sea-going vessels in waters other than those of Canada, during the year ended 31st December, 1878, were 310, representing a tonnage of 129,143 tons register, and the amount of loss, both total and partial, so far as ascertained, was \$2,770,000. The number of lives lost in connection with these disasters, was 116, viz: 13 in Canadian waters, and 103 in waters other than those of Canada.

The disasters reported to the Department as having occurred to vessels on the inland waters of Canada, during the last calendar year, were 29, representing a tonnage of 5,497 tons register. The amount of loss sustained is estimated at \$131,375, and the number of lives reported lost was 5.

The total number of casualties reported to the Department as having occurred during the calendar year, to sea-going and inland vessels was 339, and 121 lives were reported lost in connection with them. The aggregate number of tons involved in these disasters was 134,640 tons register and the total amount of loss as far as has

been ascertained, including both vessels and cargoes, was \$2,901,375. This amount includes the damage and loss of cargoes as well as the damage to and loss of vessels.

The wooden brigantine "G. M. Jones" of Halifax, 249 tons register, was run into and sunk by a steamship off Martha's Vineyard on the 7th of October, 1877. The brigantine was 7 years old, classed at French Lloyds, and was valued at \$12,000. The cargo consisted of coal and was valued at \$10,000. By this casualty nine lives were lost. The Brigantine was owned by James A. Moren, of Halifax, N.S.

The wooden ship "Hannah Law," 1,299 tons register, 10 years old, owned by Mr. David Law, of Glasgow, sprung a leak on the 24th of January, 1878, in Lat. 39.45, N. Lon. 70.45 W. while on a voyage from Cardiff to New York, with a general cargo. The crew were rescued by the brigantine "Minnehaha," Captain Porter, and landed at Yarmouth, N.S. The vessel was valued at \$50,000, and was classed in English Lloyds. The value of the cargo is not known. This vessel is not included in the list of wrecks as she was not lost in Canadian waters.

The fine wooden bark "Chebucto" of Windsor, N.S., 2 years old, 803 tons register tonnage, was stranded at Ketch Harbour, near Halifax, on the 8th of May last, during a thick fog, while on a voyage from Windsor, N.S., to Halifax in ballast. The vessel became a total loss and was valued at \$50,000. She was owned by E. Churchill & Sons, of Windsor, and was not insured. She was classed in French Lloyds.

The wooden bark "Glenalla," of Yarmouth, N.S., sailed from Baltimore for Cork with a cargo of corn on the 7th January last, and has not since been heard from. She was 777 tons register, 3 years old and was valued at \$24,000. The cargo was valued at \$20,000. She was owned by Messrs. Hatfield, Bros. of Yarmouth, N.S., and was classed in English Lloyds, and was insured for \$15,000. By this casualty fifteen lives were lost.

The bark "Toledo," built of wood, 5 years old and 929 tons, owned by Wm. Law and others, of Yarmouth, N.S., sailed from Baltimore for London, on the 5th February last, with a cargo of grain, and has not since been heard of. The vessel was valued at \$35,000, and was insured for \$32,000. The cargo is estimated at \$35,000, but it is not known whether it was insured or not. The vessel was classed in French Lloyds, and was registered at Yarmouth, N.S. By this casualty 14 lives were lost.

The fine wooden ship "W. J. Lewis," of Halifax, N.S., was burned at sea on the afternoon of the 9th May last, while on a voyage from Buenos Ayres to Antwerp, with a cargo of wool. The vessel was five years old, was classed in French Lloyds, and was valued at \$50,000, and was 931 tons register. The cargo was valued at \$350,000. By this casualty no lives were lost. The fire was caused by spontaneous combustion. The vessel was owned by Messrs. Black, Bros., of Halifax, N.S.

The wooden ship "N. & E. Gardner" of Yarmouth, N.S., 1,465 tons register, owned by Samuel Killam of Yarmouth, was abandoned at sea on the 17th March last, and became a total loss. The ship met heavy weather on the 14th March which hove her on her beam ends; she lighted again but in a leaky condition, and the crew becoming exhausted, they abandoned her on the 17th of the same month, and went on board the steamship "Illinois." The "N. & E. Gardner" was on a voyage from Galveston to Liverpool, with a cargo of cotton, when she met with the disaster. She was valued at \$30,000, and was insured for \$20,000; she had a cargo of cotton which was valued at \$250,000. The vessel was classed in French Lloyds, and was 13 years old. No lives were lost by this casualty.

The bark "Assyrian" of Charlottetown, 4 years old, 492 tons register, built of wood, classed in English Lloyds, 7 years A 1, left New York for Queenstown on the 6th February last with a cargo of barley, and has not since been heard of. The vessel was valued at \$20,000, and was insured for \$13,000. The cargo was valued at \$20,000. By this casualty 10 lives were lost. The vessel was owned by Messrs. A. A. McDonald & Bros. of Georgetown, P.E.I.

The ship "Cambrian" of St. John, N.B., 13 years old, 1,124 tons register, owned by Joseph Prichard, of St. John, N.B., was abandoned at sea on the 29th May last in Lat. 49 S., Long. 88 W., while on a voyage from Pabellon de Pica to Cork with a cargo of guano. The ship met with heavy weather which caused her to leak so badly that the crew had to take to the boats, and were subsequently picked up by the bark "Telegraph," after being 11 days in the boats. Three of the crew lost their lives. The vessel was classed in French Lloyds, and was valued at \$25,000, and was insured. The value of the cargo was estimated at \$80,000.

The fine iron steamship "Lake Megantic," 3 years old, registered at Montreal, and owned by the Canada Shipping Company, commanded by Capt. Battersby, sailed from Quebec on the 20th July last with a crew of 44, 13 cabin passengers and 13 men in charge of cattle, laden with a general cargo from Montreal and 226 horned cattle bound for Liverpool, and on the morning of the 22nd she struck a reef off Otter River Point, about 8 miles east of South Point Anticosti and became a total loss. The crew and passengers and men in charge of the cattle were all safely landed without loss of life. Some of the cattle were lost, and the greater part of those saved wandered off on the island and could not be recovered. The vessel was 1,445 tons register, was classed in English Lloyds, and was valued at \$200,000; she was insured for £35,000 stg. At the time the vessel struck the weather was misty with rain.

An investigation was held into the cause of the loss of this fine vessel by the Quebec Harbour Commissioners, and the opinion of the court was that, considering the state of the weather at the time the vessel made South Point Anticosti, Capt. Battersby should not have contented himself with an estimate of the ships' distance from

the light, but should have verified it by using the lead, when he would have found himself dangerously near the shore.

The court was also of the opinion that the light at South Point Anticosti was sufficient to give the ship a good departure, and to attempt to coast Anticosti in such weather as prevailed at that time, in order to pass five miles off Heath Point Anticosti, as was Capt. Battersby's intention, was extremely imprudent. The court suspended Capt. Battersby's certificate as master for a period of three months from the 19th September, 1878.

The wooden ship "Malta," of Windsor, N.S., 5 years old, sailed from New York on the 23rd March last bound for London with a cargo of wheat and flour, and has not since been heard from. The ship was 1,228 tons register, and was classed in French Lloyds. She was valued at \$30,000 and was insured for \$18,000. By this disaster 21 persons lost their lives.

The barque "Palestina," 318 tons register, of Windsor, N.S., 12 years old sprung a leak through stress of weather and was abandoned by the crew in July last off Abaco, W.I., while on a voyage from Portland, Maine, to Havana, with a cargo of lumber and became a total loss. She had a crew of 11 persons, 10 of whom were drowned while endeavoring to reach the shore. The survivor escaped by swimming to the shore. The vessel was 12 years old and was valued at \$12,000. She was owned by Mr. Grenville Loud, of Baltimore, U.S.

The iron steamship "Blenheim" Holman, master, of Exeter, Great Britain, was stranded on the S.W. Reef of Bic in the River St. Lawrence on the 5th August last, while on a voyage from Newport to Montreal in ballast, and became a total loss. She was 1,307 tons register, 4 years old, and was classed A 1 in English Lloyds, and was valued at \$98,000. No lives were lost by this casualty. The vessel was owned by Mr. John Holman, St. Mary Axe, London. An investigation into the cause of this casualty was held by the Harbour Commissioners of Quebec, who were of the opinion that Capt. Holman used every precaution to keep his ship in safety, and that the casualty would not have occurred had it not been for the wrecking schooner "Diver" acting unintentionally as a decoy. It appears that the "Diver" was working on the wreck of the steamship "Strathtay" at the North-west Reef of Bicquette, and when Capt. Holman, who was looking for a pilot, burned a blue light, the "Diver" replied by showing a bright white light over the rail abaft the main mast, which was taken by Capt. Holman for a pilot signal. The steamship was put on a course to make the schooner, going very slow, and while making preparations to receive a pilot the ship struck on the reef, 10 feet of water being under her foremast and 11 fathoms aft.

The Government steamship "Lady Head" was stranded at Point Jaune, in the Gulf of St. Lawrence on the 10th August last, while coming from Anticosti to

Gaspé, and became a total loss. She was built of iron and was 21 years old. She was valued at \$40,000, and was 168 tons register ; no lives were lost by this casualty. An investigation was held by the Quebec Harbour Commissioners in'o the cause of the casualty. The Court suspended the certificate of the sailing master, Captain Cyprien Morin, for a period of six months from the 16th October last, and declared that Achille Boucher, the first mate, and Nazaire Deroy, the second mate of the vessel, were incompetent to fulfil the duties they had to perform.

The boilers and engines of this vessel were very old, and had the vessel not been lost they would have to be replaced by new ones at probable cost of \$25,000.

The fine new schooner "Jessie Purney" of Shelburne, N.S., sailed from Halifax for Demerara on the 30th August last, with a cargo of fish, and has not since been heard of. She was 98 tons register, and was valued at \$6,000, and was insured for \$5,000. 6 lives were lost by the casualty. The vessel was owned by Mr. Samuel Muir, son., of Shelburne, N.S.

The wooden ship "Commerce" one year old, of Shelburne, N.S., 1,297 tons register, sailed from Philadelphia for Antwerp on the 18th September last, with a cargo of wheat, and on the 26th October was run into and sunk in the English Channel, by the steamship "Empress." Two of the crew were lost and the remainder, 20 in number, were saved by climbing on board the steamship. The ship was one year old, was valued at \$57,000, and was insured for \$24,000. The cargo was valued at \$60,000. The vessel was owned by Mr. L. M. M. Willett, of Shelburne, N.S.

The schooner "Caledonia" of Windsor, N.S., sailed in ballast on the 2nd December, 1878, from Yarmouth, N.S., for Hantsport, with a crew of 6 persons and 2 passengers. The vessel encountered heavy weather which drove her on the coast of Maine, and on the 7th of the same month she struck, during thick weather, on Libby Island, State of Maine, and become a total loss. The crew, who were all on deck, were swept off and perished, but the two passengers who remained in the cabin were saved. The vessel was not insured and was valued at \$3,000. She was 7 years old and was 112 tons register, and was owned by Messrs. E. Churchill & Sons, of Hantsport, N.S.

Only one wreck occurred during the last year at St. Paul's Island. On the 5th of May the brig "Barbara" of Dublin, 230 tons register, 8 years old, struck on the Island during a thick fog, while on a voyage from Limerick to Miramichi in ballast, and became a total loss. The crew were all saved. The master of the vessel states that he mistook the sound of the fog-whistle for a ship's horn. The vessel belonged to Captain James Begg of Limerick Ireland. No wrecks occurred at Scatterie Island during the last year.

At Sable Island only one wreck occurred during last year and was unattended with loss of life. The Norwegian bark "Emma," 7 years old, Captain Anderson, from London to Philadelphia, in ballast, struck on the north-east bar on the 22nd August, about 14 miles from the lighthouse. She was reported to the main station at 10 a.m., and the Superintendent immediately manned the lifeboat and proceeded down to the foot of the lake, but owing to the heavy sea it was found impossible to launch the boat on the north side of the Island, so that a smaller boat had to be taken from the lake and launched on the south side through a sea breaking heavily at the time. This boat found Captain Anderson, his wife and four men in the ship's boat. They were taken into the Superintendent's boat, as they could not have landed on account of the surf. In landing the boat was filled with water. Captain Anderson reported that seven men were remaining on the wreck, but it was found impossible to put out to the vessel that night, owing to the wind and sea. Next morning the sea was still running high, but a boat was launched which reached the wreck and brought the men off.

The vessel broke up, nothing of consequence being saved. The rescued crew, and Captain Anderson and wife, were cared for on the Island until the arrival of the Government steamer, when they were taken on board and landed at Halifax on the 28th September.

The ship "Edith Troop," of St. John, N.B., 1,233 tons register, 7 years old, sailed from New York with a cargo of wheat and rye, on the 10th October last, bound for Antwerp, and on the 12th of the same month, while running before a gale, her fore staysails blew away, causing the vessel to broach to. The vessel was hove on her beam ends, shifting the cargo and straining the vessel. The vessel righted and put into Halifax for repairs. It was found that about 20,000 bushels of grain were damaged. The damage to the vessel amounted to \$15,000. The vessel belonged to Messrs. Troop & Son, of St. John, N.B.

The Italian bark, "Archangelo," 7 years old, 634 tons register tonnage, left New York for Gloucester, England, with cargo of corn, oilcake and flour, and when four days out her deck houses were swept away, and the vessel was hove on her beam ends. Part of the cargo was jettisoned, and the vessel made Halifax in a very leaky condition. The damage to the vessel amounted to \$10,000, but the amount of damage to the cargo is not known. The vessel is owned in Servia.

The wooden bark "Orlando," of Charlottetown, P. E. I., 336 tons register, one year old, and owned by Messrs. Hyndman Bros., of Charlottetown, sailed from Baltimore for Gloucester, England, on the 26th January last, with a cargo of grain. The vessel encountered heavy weather, and on the 3rd February her cargo shifted, and the vessel was hove on her beam ends by the sea. The crew were taken off by the German ship "Dinsburg" and landed at Falmouth. The "Orlando" became a

total loss. She was valued at \$15,000, and was insured for \$14,000. The value of the cargo is unknown. The vessel was classed in English Lloyds.

The new schooner "Mabel Claire," of Liverpool, N. S., left St. Augustine, coast of Labrador, on the 22nd October with a cargo of fish, bound for Liverpool, N. S., and shortly after sailing struck on a rock near that place, and became a total loss. She was 144 tons register, and was valued at \$7,500, and was insured for \$6,000. The circumstances connected with the loss of this fine schooner were such that it was deemed advisable to hold an investigation into the cause of the casualty, and Captain P. A. Scott, R. N., the Chairman of the Board of Examiners of Masters and Mates, was directed to hold the investigation, and his opinion is that the loss of the schooner was caused by the pilot in charge mistaking the position of the ledge on which the vessel struck, and that every reasonable effort was made to save the vessel and cargo after the casualty. The vessel was owned by Matthew McLeod and others of Liverpool, N. S.

A small schooner, called the "James Scott," 7 years old, 30 tons register, belonging to Port Dover, Ont., was struck by a squall and capsized on the 16th June last, while on a voyage from Buffalo to Port Burwell. By this casualty five lives were lost. Two of the crew were picked up by the bark "Nellie Berk," and were landed at the light station, Long Point, Lake Erie. The vessel was in ballast, and was valued at \$700. The vessel belonged to Mr. Mason Hill, of Port Burwell, Ontario.

The steamer "Lake Breeze," of Windsor, Ont., 198 tons register, while at the wharf at Leamington, Lake Erie, was set on fire by sparks from the smoke stack and was totally burned. The fire caught at night and one life was lost. The vessel was 10 years old, and was valued at \$10,000; she was insured for \$5,000, and owned by Mr. J. Laframboise, of Windsor, Ont.

The steamer "Mary R. Robertson," 10 years old, of Chatham, Ont., 257 tons register, was burned at Parry Sound in the Georgian Bay, on 22nd July last, while loading lumber for Chicago. The vessel was within three hundred feet of a mill-yard in which a fire broke out, and a strong wind blowing at the time in the direction of the steamer it carried the fire towards her. The vessel became a total loss and was valued at \$18,000; no lives were lost by the casualty. The vessel was owned by Messrs. Beard & Rookledge, of Kincardine, Ont.

The steamer "Silver Spray," of Port Dalhousie, 142 tons register, was burned while in winter quarters, on the 29th March last, at Owen Sound. The cause of the fire is unknown. The vessel was 13 years old, and was valued at \$18,000. She was insured for \$10,000. No lives lost by this casualty.

The steamer "Quebec," 4 years old, of Sarnia, belonging to the North-West Transportation Company, stranded on Magnetic Shoals, Lake Huron, on the 28th

October last, and sustained damage to the extent of \$20,000. The cause of the casualty was a snow storm accompanied by heavy weather.

The brigantine "Nebo," of Turk's Island, 175 tons register, sailed from Cascumpee, P.E.I., on the 13th December, 1877, with a cargo of potatoes, bound for New York, and has not since been heard of. The vessel was 9 years old, and was valued at \$5,000; she was partially insured. By this casualty eight lives were lost. The vessel was owned by W. R. Ball, of St. Thomas, W.I. The vessel is supposed to have foundered while in Canadian waters.

The fine ship "Empress of India," 1 year old, registered at St. John, N.B., and owned by Messrs. Troop & Son, of that place, struck a sunken wreck at Bremer haven, while making that port, on the 25th November, 1877, with a cargo of guano from Pabillon de Pica, and became a total loss. The vessel was valued at \$95,000, and was insured for \$69,000. The cargo was valued at \$125,000. No lives were lost by this casualty. The vessel was classed in French Lloyds for 10 years.

When the wreck register was closed for publication at the close of 1877, there were casualties which occurred during the year of which the Department had not sufficient particulars to enable it to publish them in the list for that year. Many of these casualties were subsequently reported to the Department, and will be found in Supplement No 2 to this Report. These casualties have been added to the number of disasters previously published, and it will be seen by reference to the following comparative statement, that the loss of life and the amount of damage sustained by the mercantile marine in 1877 was greatly in excess of the loss published when the wreck register was closed for that year.

COMPARATIVE STATEMENT of the Losses reported to the Department since 1870. This Statement includes both total and partial to Vessels and Cargoes.

	Casualties	Tonnage.	Lives Lost	Damage.
				\$
For Year ending 31st December, 1870.....	335	82,008	210	901,000
do do 1871	274	81,035	81	2,100,000
do do 1872	290	99,109	237	2,507,338
do do 1873	350	99,523	*813	2,844,133
do do 1874	308	106,862	109	2,029,965
do do 1875	286	99,427	78	2,468,521
do do 1876	452	153,368	404	2,942,955
do do 1877	468	177,896	153	2,952,532
do do 1878	339	134,640	121	2,901,375

* Of this number 515 persons were lost by the wreck of the steamship "Atlantic" on the 1st April 1873.

There are a number of casualties which occurred during the last calendar year of which the Department has not sufficient information to warrant it in publishing them in the list for 1873, but a supplementary list of wrecks for that year will be published along with the Report for 1879.

SHIPPING MASTERS AND SHIPPING OF SEAMEN.

In Supplement No. 2 to this Report, will be found a statement showing the returns received from the Shipping Masters appointed under the "Act relating to the Shipping of Seamen," for the half-years ended 30th June and 31st December last, and of the fees received under the Act.

The only changes which have occurred in the list of the Shipping Masters since the 1st of January last, are those caused by the appointment of Mr. Benjamin Trudel, on the 22nd May last, as Shipping Master (and Chief of River Police) for the Port of Quebec, in the room of Mr. R. H. Russell, superannuated, and the appointment of Mr. George Smith, on the 7th October last, as Shipping Master for the Port of Montreal. Mr. John D. Cummins, Shipping Master at Halifax, died on the 12th December, 1878, but no appointment has yet been made in his place. The following is a summary of the Reports received from Shipping Masters at some of the principal ports in the Dominion:—

The Shipping Master at St. John shipped during the year, 3,661 seamen, and discharged 1,620, and received as fees, at the rate of 50 cents for each seaman shipped, and 30 cents for each seaman discharged, \$2,318, out of which he paid for Assistant, and incidental expenses, \$882.01, leaving the net income of his office \$1,435.99.

The Shipping Master at Halifax shipped, during the calendar year, 2,668 seamen, and discharged 2,010, for which he received \$1,957, out of which, after deducting expenses (\$1,026.62), he had as remuneration \$910.38.

At Montreal, the Collector of Customs acted as Shipping Master, and received the fees until the appointment of Mr. Geo. Smith, on the 7th October last. The total number of seamen shipped during the calendar year, amounted to 396, and discharged 207 seamen, and the receipts as fees amounted to \$263.10.

At the Port of Quebec the total number of seamen shipped from the 1st January to 31st December last, was 1,148, of which number 595 belonged to British, 673 to Dominion, and 80 to foreign vessels; 366 seamen were discharged during the same period, of whom 126 belonged to British, and 240 to Dominion vessels. In addition to those, 103 wrecked seamen were discharged, for whom no fees were charged. The total amount of fees received during the calendar year was \$683.60, being \$398 less than the receipts of the previous year, and deducting the sum of

\$135.53, being the amount of incidental expenses, the balance, \$348.07 reverted to the Treasury, as the Shipping Master receives a salary for discharging the duties of Shipping Master and Chief Constable of the River Police, which is paid from the appropriations for River Police.

At the Port of Chatham, N.B., 177 seamen were shipped and 65 discharged, and fees to the amount of \$103 received by the Shipping Master.

At the Port of Pictou, N.S., 331 seamen were shipped, 171 discharged, and fees to the amount of \$216.80 collected.

At the Port of Liverpool, N.S., 645 seamen were shipped, 535 discharged, and fees to the amount of \$483 collected.

At the Port of Yarmouth, N.S., 752 seamen were shipped, and 497 discharged, and fees to the amount of \$525.10 collected.

At the Port of Charlottetown, 621 seamen were shipped, and 377 discharged, and fees to the amount of \$516.10 collected.

At the Port of Lunenburg, 590 seamen were shipped, 380 discharged, and fees to the amount of \$409 collected.

PILOTAGE AUTHORITIES.

QUEBEC.

The Report of the Harbour Commissioners of the Port of Quebec, who are by law the Pilotage Authority, and vested with the powers and authorities of the late Trinity House of Quebec, will be found in Supplement No. 2. The annual statement of the Decayed Pilot Fund, which is now under the conduct and management of the Corporation of Pilots, will be found in Appendix No. 41 to this Report. From this statement it appears that on the 31st December last, the Decayed Pilot Fund stood as follows :—

Money invested.....	\$53,350 68
In Savings Bank.....	3,920 68
In Treasurer's hands.....	198 88
	<hr/>
	\$57,470 24
Deduct arrears due on pensions.....	433 00
	<hr/>
	\$57,037 24

The number of pilots on the active list on the 31st December last was 191, being one more than reported last year; and the total number of apprentices was 40, being a decrease of 7 in the number reported last year. Five licenses were granted to

apprentice pilots after examination, but no new apprentices were indentured during the year. Six pilots were pensioned, one died, one was suspended and two fined. Of pilots on the active list, 23 were in the employ of Steamship Companies, and in charge of Dominion steamers and lightships. The number of infirm or decayed pilots on the list is 55. The pensions range from \$40 to \$160, but the greater number receive \$96 per annum; 73 widows received pensions at a rate of \$80 per annum, 12 at \$64, 7 at \$48 and 16 at \$40, and 24 children of pilots received pensions ranging from \$20 to \$48. The amount paid for pensions during the year was \$13,914.61, and the per centage on contribution of pilots to the fund amounted to \$7,316.59, and the sum of \$11,489.57 was received from capital, interest paid, &c. The total receipts on accounts of the fund for the year amounted to \$18,806.10, and the expenditure to \$18,607.28.

The total receipts for pilotage amounted to \$104,816.78, being \$7,758.46 less than those of the preceding year. 184 pilots received from the general earnings of last season a dividend each of \$455.90, while that of the previous season amounted to \$630.30. The total receipts of the Corporation of Pilots for the last calendar year amounted to \$107,934.50, and the expenditure, not including dividends to pilots, to \$21,927.29.

The Commissioners report that only 6 trials were held during the season, and the cases were of less importance than those of the preceding season. No complaints for infringement of the regulations were preferred by the Corporation of Pilots against any of the members, and only three complaints were made by shipmasters against the management of the Corporation. On the trials held one pilot was convicted suspended for 10 days and condemned to pay costs; one convicted and fined \$10 and costs, and another convicted and fined \$20 and costs, and the other cases were dismissed.

MONTREAL.

The Harbour Commissioners of Montreal are the legally constituted Pilotage Authority for this District, and possess for this purpose the powers formerly vested in the Montreal Trinity House. The Report of the Commissioners for this District will be found with other Reports in Supplement No. 2, but the statement of the Decayed Pilot Fund will be found in Appendix No 42 to this Report.

From the Report it appears that there are at present 42 pilots on the active list, and three new pilots were licensed, and temporary licenses granted to two pilots in accordance with the 36th Section of the Pilotage Act, 1873, and two pilots died during the year. The number of apprentices is 22.

The amount received for poundage, being 5 per cent on the earnings of the pilots was \$1,532.83, and the total earnings of the pilots amounted to \$30,416.12. In

addition to the poundage there was received the sum of \$1,857.92, being interest on investments, and \$43.50 pilotage dues received from vessels obliged by law to pay dues, but which did not take pilots, making a total of \$3,434.25 received. The disbursements consisted of \$2,147.70 paid as pensions to old and infirm pilots and widows of pilots. The amount to the credit of the Decayed Pilot Fund shows an increase of \$1,286.55 as compared with the preceding year, although there has been a falling off in the poundage received of about \$64; and two new pensioners have been placed on the list. There are at present 25 pensioners on the list, viz., 23 women and two men. The fund now amounts to \$31,615.45, and \$24,000 of this amount is invested in Montreal Harbour Bonds, \$2,000 in Montreal Water Works Bonds, \$1,620 in Dominion Stock, \$3,679.06 deposited in City District Savings Bank, and the balance of \$316.39 cash in hands of the treasurer. The pensions paid range from \$75 to \$90 under the new scale adopted last year.

In the report of the Pilotage Authority will be found an account of accidents which occurred during the past season, which are all of a minor character and unaccompanied with serious loss or damage, with one exception, viz., that of the collision which occurred on the 8th November, between the steamships "Moravian" and "Phœnician," at Cap a la Roche," by which both vessels and a portion of the cargo of the "Phœnician" received very serious injury. As the result of a preliminary enquiry the pilot of the "Phœnician," being found in fault was suspended for one year from the date of the accident.

ST. JOHN, N.B.

By the return received from the Authority (see Supplement No. 2) it will be seen that the sum of \$26,536.48 was received as pilotage dues during the year ended 31st December last. These dues were received from 571 vessels, 342 of which were British and 229 foreign. There are 44 licensed pilots. From the statement of the receipts and expenditure it appears that the receipts from licenses granted to pilots and boats, and the proportion of pilotage dues deducted from all vessels clearing, together with fines and interest on deposits, amounted to \$2,462.34, and the expenditure, including salary of Secretary-Treasurer, assistance given to worn-out pilots, widows and children, and other charges, to \$1,646.35, leaving a balance to the credit of the Pilot Fund of \$815.99.

HALIFAX, N.S.

From the returns received, it appears that the sum of \$12,346.56 was received as pilotage dues, \$184 for renewals of licenses and bonds, \$522 for commission on earnings to defray expenses of office, and \$208.45 for superannuation fund, making the total receipts \$13,261.23. Of this amount \$10,790.04 was paid to pilots, \$1,922.56 for expenses of office, Secretary's salary, rent, &c., and the balance of \$548.63 cash

on hand. The number of vessels entering inwards, subject to pilotage dues, was 710, viz: 552 British and 158 foreign; and of vessels entering outwards, 385, of which 263 were British and 22 foreign. There are 19 licensed pilots at this Port.

BRITISH COLUMBIA.

Full returns of the Pilotage Authority of this District appear in Supplement No. 2. Only 12 licensed pilots belong to this District, of whom 10 during the past year were in actual service, and there are no apprentices. The receipts for the past year amounted to \$28,347.44, of which sum \$26,664.38 was received for pilotage dues, and the balance for licenses certificates and examination fees, fines, &c. The sum of \$23,489.20 was expended in maintenance of pilot schooners, pay of pilots, extra boat hire, and other services, the net earnings of the pilots being \$16,938.51. \$3,287.76 was expended in payment of Secretary-Treasurer, expenses of examinations and investigations, office expenses and general and petty expenses, and there remained a balance to the credit of the Pilotage Authority of \$1,164. The average individual earnings of the pilots in this district for the past year amounted to \$1,399.98.

MIRAMICHI, N.B.

In this District there are 31 licensed pilots, three of whom, however, are allowed to pilot inwards only. During the past season 240 vessels reported inwards and 241 outwards. The total amount of pilotage dues received was \$13,737.34, of which amount \$4,540.73 was received from British, and \$9,196.61 from foreign vessels. The sum of \$182 was received for renewal of licenses of pilots, &c., and this amount was expended in payment of Secretary, examination of pilot boats, printing, &c,

Returns have been received from the Pilotage Authorities for the Districts of Charlotte County, Buctouche, Cocagne and Dalhousie, in New Brunswick; from Sydney, Pictou, Richmond and Pugwash Districts, in Nova Scotia, and from Cascumpeo and New London in Prince Edward Island, and these returns will appear in Supplement No. 2 to this Report.

Pilotage returns have not yet been received from the Authorities of the Districts of Digby, Annapolis and Hants, in the Province of Nova Scotia, nor from the Authorities of the Districts of Shediac, Sackville, Bathurst, Caraquet, and Richibucto, in the Province of New Brunswick. Pilotage Districts for Crapaud, P.E.I., Bathurst, N.B., Caraquet, N.B., New London, P.E.I., and Hants, N.S., were established during the last calendar year. The different Pilotage Authorities have been called on for the returns required by law, but these returns have not come to hand except in the cases of those specified.

HARBOUR COMMISSIONERS AND HARBOUR MASTERS.

In Supplement No. 2 to this Report will be found reports of the Harbour Commissioners at Toronto, Montreal, Quebec and Pictou for the calendar year ended 31st December last. The Report presented by the Harbour Master at Toronto to the Harbour Commissioners, shows that the total receipts for harbour dues amounted to \$10,761.36, being a falling off from the previous year of \$566.89, the falling off being on almost all importations, with the exception of grain. The total revenue for the year amounted to \$12,995 89, and the expenditure to \$12,139.07. During the year dredging operations have been carried on at a cost of \$6,192 51 by the Harbour Trust in addition to the Government works on the West channel, carried on by the Department of Public Works. During the past season 2,226 vessels frequented the Harbour, being a decrease of 142 vessels from 1877.

The Report of the Harbour Commissioners, Montreal, embracing the Reports of the Harbour Master and Harbour Engineer, will be found in full in Supplement No. 2 to this Report.

From the Report of the Harbour Master it appears that 516 sea-going vessels visited the Port last season, of the aggregate tonnage of 397,266 tons, 249 of which vessels were built of iron and of the aggregate tonnage of 311,968 tons, and 267 were built of wood of the aggregate tonnage of 85,293 tons; 492 of these vessels were British, having a tonnage of 382,056 tons, and the rest foreign. The number of vessels that arrived in previous season was 513, having a total tonnage of 376,859. It will thus be seen that there has been a slight increase during the past season as compared with the preceding one, of three vessels and 20,407 tons. The number and tonnage of inland vessels have fallen short of that of the previous year to the extent of 831 vessels and 83,735 tons, the number which entered during the season being 5,202 having a gross tonnage of 764,243 tons.

The revenues of the Harbour Commissioners during the last calendar year from all sources amounted to \$351,477.44. \$115,000 of this amount was received from the Dominion Government on account of new channel operations, and \$13,867.40 from other sources, leaving the net revenue as \$222,610.04. During the year \$159,348.40 was expended on new channel operations, \$28,462.48 in construction account, \$46,945.05 Dominion Government interest; harbour dredging, \$19,075.77; harbour expenses, \$25,726 93; harbour repairs, \$19,004.32, interest on harbour debt, \$111,779.22, making, with other payments, a total expenditure of \$431,397.28.

The deepening of the ship channel between Montreal and Quebec is reported to be progressing most favorably. A channel 22 feet deep at low water and of a minimum width of 300 feet has been obtained, and officially inspected and tested on the 18th and 19th November last by the Commissioners.

The Report of the Harbour Commissioners for the Port of Quebec, with accompanying statements, will be found in Supplement No. 2. It will be seen from these statements that the total revenue of the Commissioners during the past year, arising from rents of wharves, tonnage and other dues, amounted to \$66,355.83, while for the preceding year it amounted to \$89,029.16. This large decrease is owing to the great depression in trade which has existed throughout the year. Of the revenue received \$24,677.12 was tonnage dues, \$12,933.56 export, import and harbour dues, and the balance rents on property, etc. The expenditure, including salaries of officials, repairs to wharves, interest and sinking fund on \$723,000 Harbour debentures amounted to \$57,965.88, leaving an excess of revenue over expenditure of \$8,389.95. The total value of the assets of the Commissioners, including wharves and other properties harbour improvements and graving dock amounted to \$1,086,844.50, and the liabilities consisting of Quebec Harbour bonds, harbour improvements and graving dock debt, amounted to \$948,199.50, shewing an excess of assets over liabilities of \$138,645.

The Commissioners report that during the past season the harbour improvements in the River St. Charles have progressed very satisfactorily, and full details of the operations will be found in their Report. The sum of \$211,033.65 had been expended on the works up to the 31st December last.

The Commissioners also report that the works connected with the building of the graving dock at Point Levis, were formally contracted to Messrs. Larkin, Connolly & Co., on the 17th August last, for a sum of \$330,932, and the work is being proceeded with. The total expenditure to the 31st December last, amounted to \$35,631.38. The lifting barge after undergoing repairs to the extent of \$1,191.30 was engaged during the past season, and removed 8 anchors, 96 fathoms of chain, 18 boulders, the wreck of the steamer "Bidder," and about one fourth of the wreck known as the "L'Original." The cost of working expenses, including repairs, amounted to \$10,555.23. During the year 14 anchors and a quantity of chain, amounting in all to the value of \$1,447.18, were sold, and there still remain on hand 86 anchors, about 300 tons of chain and 176 shackles.

The Report of Harbour Commissioners for the Port of Pictou, N.S., for the calendar year ended 31st December last, will also be found in Supplement No. 2, together with an account of their receipts and disbursements. The Commissioners report that owing to want of funds they have delayed the completion of the Market Street wharf until next spring. The receipts from harbour dues and wharfage, amounted to \$1,778.95 and the expenditure, including payment of balances from account of last year amounted to \$1,707.90, leaving a balance of \$71.05 in the hands of the Commissioners.

In Supplement No. 2 to this Report will be found Reports from a number of the Harbour Masters, at the more important Ports appointed under the Acts 35 Vic., chap.

42, 36 Vic., chaps. 9 and 63, and 37 Vic., chap. 31, with a statement of the fees collected by the Harbour Masters during the year ended 31st December last, and also a list of all the Harbour Masters appointed under these Acts.

The following Harbour Masters have been appointed by Order in Council during the past year, viz. :—

Mr. Jacob Silliker, for Port Elgin, N.B., on the 6th February, at a salary not to exceed \$200 of the fees collected.

Mr. Peter F. Leggat, J.P., for the Port of Metis, Quebec, on the 7th February, at a salary not to exceed \$200 of the fees collected.

Mr. James A. Hughes, for the Port of Digby, N.S., on the 19th February, at a salary not to exceed \$300 of the fees collected.

Mr. James W. Weatherby, for the Port of Tatamagouche, N.S., on the 27th February, at a salary not to exceed \$200 of the fees collected.

Mr. Robert Early, for the Port of Margaretville, N.S., on the 26th March, at a salary not to exceed \$100 of the fees collected.

Captain William Lauder, for the Port of River John, N.S., on the 26th March, at a salary not to exceed \$100 of the fees collected.

Mr. W. C. Olding, for the Port of Merigonish, N.S., on the 26th March, at a salary not to exceed \$100 of the fees collected.

Mr. John R. Coffin, for the Port of Bay Fortune, P.E.I., on the 29th April, in the room of Mr. W. R. Dingwell, resigned, at a salary not to exceed \$200 of the fees collected.

Mr. Thomas Harrison, for the Port of Roudeau, Ont., on the 4th May, at a salary not to exceed \$100 of the fees collected.

Mr. Joseph St. Laurent, for the Port of Rimouski, Que., on the 30th May, in the room of Mr. Peter D. Rouleau, resigned, at a salary not to exceed \$200 of the fees collected.

Mr. Hercules McDonald, for the Port of Cardigan River, including Cardigan Bridge, P.E.I., on the 2nd July, at a salary not to exceed \$200 of the fees collected.

Mr. John Cassidy, for the Port of Amherst Harbor, Que., on the 2nd September, at a salary not to exceed \$200 of the fees collected.

Mr. Joseph W. Cullen, for the Port of Dalhousie, N.B., on the 2nd September, in the room of Mr. John U. Campbell, deceased, at a salary not to exceed \$200 of the fees collected.

Mr. George Anderson, for the Port of St. Peter's Bay, P.E.I., on the 7th December, in the room of Mr. James McDonald, deceased, at a salary not to exceed \$200 of the fees collected.

WHARVES, PIERS AND BREAKWATERS.

As stated in the Report of last year, the control and management of all the wharves, harbours, piers and breakwaters, now or hereafter to be constructed was transferred by the provisions of Act 40 Vic., chap. 17, from the Department of Public Works to this Department, and since the 28th April 1877, the Piers at Goderich, in the Province of Ontario; Rimouski, Rivière du Loup, Rivière Ouelle, Malbaie, Eboulements, L'Islet, and Berthier, in the Province of Quebec, and Maitland and Oak Point, in the Province of Nova Scotia, have been under the management of this Department. At the Port of Cow Bay, Cape Breton, N.S., the Pier or Breakwater purchased under the provisions of the Act 37 Vic., chap. 18, is also under the management of this Department, but the tonnage dues imposed on vessels calling at the Pier and the tolls for goods landed thereon are collected by the chief officer of Customs at the Port. The collections for the fiscal year ended 30th June last, amounted to \$3,931.45.

The Piers at Goderich are under the charge of a wharfinger who is also Harbour Master, and the receipts for tolls for the year ended 31st December last, amounted to \$2,713.11 after payment of \$300, the salary of wharfinger. There was also received for rent of certain lots on the wharf the sum of \$711.

The Wharves or Piers in the Province of Quebec mentioned above, with the exception of Rimouski, were leased in April last to the St. Lawrence Steamship Navigation Co., Quebec, for the term of one year from the 1st May last, for the sum of \$580.

The Piers at Maitland and Oak Point, in the Province of Nova Scotia, are under the charge of wharfingers who receive as salary $33\frac{1}{3}$ per cent. of the tolls collected. A statement of the receipts on account of these piers for the fiscal year ended 30th June last, will be found in Appendix No. 43.

By Order in Council of the 4th May last, rules and regulations and tariff of tolls were established for the Wharf and Docks at Rondeau, Kent County, Ontario, and Mr. Thomas Harrison was appointed wharfinger, to receive as salary a commission of 25 per cent. on the tolls and dues collected.

By Order in Council of the 2nd September last, rules and regulations and tariff of tolls were established for the Pier at Inverhuron, in the County of Bruce, Ontario, and Mr. Allan McDougall was appointed wharfinger, and to receive as salary a commission of 25 per cent. on the tolls and dues collected.

METEOROLOGICAL SERVICE.

In Appendix No. 46 will be found the eighth Annual Report of the Meteorological Service of Canada for the year ended 31st December last, as given by the Superintendent, Professor Kingston, of Toronto, who also holds the position of Director of the Magnetic Observatory at that place.

It will be seen by this report that out of 860 storm-warnings issued by the Central Office during the year, that 673 were verified, and the amount of confidence placed on predictions issued is gradually increasing. It has also been deemed advisable to issue daily probabilities, by publishing a statement each morning of the weather likely to prevail during the 24 hours following, and of 3,781 of these issued, 3,001 were fully verified, and 535 partly verified, the number fully verified exceeding 79 per cent. These probabilities are telegraphed every morning to over 100 places and are posted both in the telegraph office and post office at each place. The Superintendent reports that during the past year he issued a book of instruction for the use of observers, of whom a large number are volunteers and perform their services gratuitously. Eleven ordinary stations were added to the list during the past year, making the total number of stations, reporting to the Central Office, exclusive of probability stations, 179. It will be seen by the Report that the Chief Signal Office at Washington has, during the year, sent tri-daily telegraph reports from a considerable number of stations in the United States, and has also transmitted warnings of approaching storms. Lists of the chief and other stations in correspondence with the Central Meteorological Office are appended to the Superintendent's Report, from which it will be seen that there are 6 chief stations, 9 reporting telegraph stations, 19 cautionary storm signal stations, and ordinary stations 118.

The sum of \$37,000 was appropriated by Parliament for the Meteorological Service, and by reference to Appendix No. 27 it will be seen that this amount has been expended as follows: viz.: For salaries, Central Office, \$6,897.35; Chief stations, \$4,400; telegraph stations, \$4,438; reserve telegraph stations \$840; drum stations \$1,655.25; instruments and apparatus \$2,141.82; fittings and repairs and signal masts and drums \$384.22; stationery, books, &c., \$2,740.17; telegraphing \$10,229.90; travelling expenses, freight, cartage and petty expenses, \$1,189.22, and miscellaneous \$1,863.18.

OBSERVATORIES.

In Appendix No. 46 will be found the Report of the Director of the Magnetic Observatory, Toronto, for the year ended 31st December last. By reference to Appendix No. 25 it will be seen that the expenditure of this Observatory for the fiscal year ended 30th June last, amounted to \$4,800.24, being the full amount of the grant made by Parliament for its maintenance. It will be seen by reference to the Report that in addition to the meteorological observations taken, correct time is

determined at the Observatory by astronomical observations, and that this forms the standard by which all the clocks and watches in Ontario are regulated. For more than seven years the Observatory has given time daily to Toronto, by striking all the fire-alarm bells at a fixed instant, 11.55 a.m.

The Report of Mr. C. H. McLeod, Director of the Montreal Observatory, will also be found in Appendix No. 46. This Observatory is in connection with McGill College, and it discharges the duties of a telegraph reporting station in connection with the Central Meteorological Office at Toronto. The sum of \$500 is granted annually by Parliament for the purposes of this Observatory.

The sum of \$2,400 is annually voted by Parliament for the maintenance of the Observatory at Quebec. Commander Ashe, R.N., is Director. The Report of the Observatory for the last calendar year will be found in Appendix No. 46. The Director reports that during the past season of navigation the Time Ball has been daily dropped and time given for the firing of the the "Noon Gun," as well as to the Montreal Telegraph Office for transmission to many of their offices, and to a section of the Intercolonial Railway. The Observatory was also engaged at the expense of the Local Government of Quebec in the determination of the longitude of Trois Pistoles by electric telegraph, and a very accurate result was obtained. The expenditure for this Observatory for the last fiscal year amounted to \$2,400.

The sum of \$850 is also voted by Parliament for the maintenance of the Observatory at St. John, N.B., which is under the supervision of Mr. George Hutchison, and the Signal Station kept by Mr. John B. Longley. The Observatory and Signal Station were destroyed by the great fire that occurred at St. John on the 20th June, 1877, and since that period the signals have been repeated from the roof of a warehouse.

An allowance at the rate of \$100 per annum is made to Mr. Robert H. Cogswell, who for nearly two years past has given the true time at noon to the public at Halifax by means of a ball dropped at his establishment.

The sum of \$500 is annually voted by Parliament for the Observatory at Kingston, which is under the charge of the Rev. Dr. Williamson, of Queen's College. The Report of this Institution will be found in Appendix No. 46, from which it will be seen that the Observatory Board are endeavouring, with the consent of the City Council of Kingston, to provide for the erection of a new observatory building in a more elevated position, as the old Observatory situated in the Public Park is found unsuitable for the purposes required.

· MERCHANT SHIPPING.

Since the business connected with the registry of ships was transferred from the Customs Department to this Department on the 1st January, 1875, all matters

relating to the registry of ships and subsequent transactions, and the re-registry of wrecked vessels and the measurement of ships have been managed and controlled by this Department.

There are 81 ports in the Dominion of Canada at which vessels are registered, but all of these ports are not ports at which a vessel may now be registered. In 1874, after the Canadian Act 36 Vic., chap. 128 came into operation, it was deemed advisable to confirm by Order in Council certain ports as ports at which vessels might be registered, and if reference is made to the list of new vessels registered in the Dominion which follows this report a list of the ports at which vessels may be registered will be found. With reference to the ports which were not confirmed as ports of registry in 1874, they remain ports of registry only for the purpose of recording transactions effected upon the vessels already registered there, and when the vessels registered there have been lost or wrecked or transferred to other ports, the duties of the collectors so far as connected with the registry of ships will cease.

In 1875 when this Department assumed the control of the registry of ships it was found necessary, owing to the Imperial Act having become complicated by so many amendments, to issue plain and explicit instructions for the guidance of the Registrars of Shipping, and instructions were carefully prepared, printed and issued in book form. These instructions were issued with the object of directing the attention of the Registrars of Shipping in Canada, to the duties required of them under the Imperial Merchant Shipping Acts of 1854 to 1873, and the Canadian Acts of 1873 relating to the registry of shipping and crew-space required by seamen. All the sections of the different Acts which related to the measurement and registry of ships accompanied the instructions. The book was found of great service to the Registrars in the discharge of their duties. All books, forms and papers required for carrying on that branch of the public service connected with the measurement and registry of ships are supplied to the different ports of registry by the Department.

Under the 16th Section of the Canadian Act 36 Vic. Chap. 128, no British or foreign registered ship, either actually or constructively wrecked whose register has been closed and whose certificate of registry has been delivered up and cancelled, can be legally registered again in Canada without the authority of the Governor in Council, and proof requires to be adduced that the vessel has been thoroughly repaired and made seaworthy, and that all the acts connected with the wreck, condemnation and sale of such ship were in good faith. All papers relating to applications for registry *de novo* of wrecked vessels are transmitted to this Department for examination, and if the papers and evidence received are sufficient to warrant the Department in recommending registry, a report of the case with a recommendation in the matter is submitted for the consideration of the Governor in Council.

The papers usually required by the Department in the case of an application for the registry of a wrecked vessel are as follows, viz. :—

- 1st. A notarial copy of the Master's protest.
- 2nd. A notarial copy of the survey and condemnation.
- 3rd. Evidence of due notice of sale being given.
- 4th. Bill or bills of sale necessary to establish the applicant's title to the vessel.
- 5th. Certificate from the Registrar of shipping at the ship's former port of registry, certifying that the vessel's certificate of registry has been delivered up and cancelled and her registry closed.
- 6th. Evidence that the vessel has been thoroughly repaired and made seaworthy.
- 7th. Certificate of Survey.

The evidence required varies with the circumstances connected with each case, but the above-mentioned papers are as a general rule required to obtain registry *de novo* in the case of a wrecked vessel.

Following this report a statement will be found giving a list of the wrecked vessels which have been repaired and re-registered in Canada during the last calendar year.

All communications from the Registrar-General of Shipping, London, relative to matters connected with the registry of shipping in Canada are made to this Department.

During the last year the Port of Moncton, New Brunswick, was constituted a Port of Registry.

No fees are charged by a Registrar of Shipping in Canada for giving registry to a ship, or recording any subsequent transaction, but a fee of twenty cents is charged for the inspection of a ship's register, and if a certified copy of any entry or declaration is required, a fee of twenty-four cents is charged for each copy furnished. There is also a fee charged by the Surveyor of Shipping, for the measurement of a vessel, according to the following scale, viz. :—

For a vessel under 100 tons register.	\$2 00
do of 100 do and not exceeding 200 tons.....	3 00
do over 200 do do 400 do	4 00
do do 400 do do 1,000 do	5 00
do do 1,000 do	6 00

The Surveyor is also entitled to demand and receive from the person requiring his services, any travelling expenses which have been actually and necessarily expended by him, in connection with the measurement of a ship which he has measured, but such amount is in no case to exceed the rate of fifteen cents for every mile actually travelled by him.

The total number of vessels remaining on the register books of the Dominion on the 31st December, 1878, including old and new vessels, sailing vessels, steamers and barges, was 7,469, measuring 1,333,015 tons register tonnage; being an increase, as compared with 1877, of 107 vessels and 22,547 tons. The number of steamers on the register books on the 31st December last was 834, with a gross tonnage of 183,935 tons, and a net tonnage of 116,620 tons.

Assuming \$30 per ton as the average value, it will give the value of the registered tonnage of the Dominion at the close of the calendar year as being \$39,990,450 or £7,998,090 sterling.

A comparative statement follows showing the increase in the registered tonnage of the Dominion since 1873.

A statement follows, which has been compiled from the *Repertoire Général* for 1878 and 1879, from which it appears that the tonnage on the register books of the British Empire, including Canada and the other Colonies, was 7,860,702 tons. The United States of America come next with a tonnage of 2,444,408, but this does not include the tonnage trading on the inland lakes and rivers of that country. Norway comes next with a tonnage of 1,413,503, followed by Germany with a tonnage of 1,057,606. Italy has 1,019,137 tons, and France 817,732 tons. From this statement it will be seen that Canada with her 1,333,015 follows Norway and stands fourth on the list. With the exception of Canada these figures do not include the inland tonnage of the sailing vessels of these countries, or of steamers under 100 tons register, but with that fact taken into account, Canada appears to be entitled to rank as the fourth amongst the ship-owning countries of the world.

The number of new vessels built in the Dominion of Canada during the last year and registered at the different ports of registry in the Dominion, was 239, measuring 100,873 tons register, showing a decrease as compared with 1878 of 91 vessels, and 18,112 tons register. In addition to these vessels there was a fine new ship built at Alma, Albert County, New Brunswick, for Gilbert M. Steeves, Esq., of Liverpool, Great Britain, which sailed for that port under a Governor's Pass, without being registered, as she was built for registry in the United Kingdom; she measured 633 tons. Adding this vessel to the new vessels built and registered during the year, it gives a total of 340 vessels, and 101,506 tons as the tonnage built in the Dominion of Canada, during the calendar year of 1878. Estimating the value of the new ships at \$45 per ton it gives a value of \$4,567,770 £913,554 stg.

A comparative statement follows of the number of new vessels built and registered in the Dominion of Canada from 1874 to 1878.

STATEMENT showing the number of Vessels and number of Tons on the Registry Books of the Dominion of Canada, on the 31st December, 1878.

PROVINCE OF NEW BRUNSWICK.

Name of Port.	Vessels.	Tons.
Chatham.....	169	18,263
Dorchester.....	20	16,423
Richibucto	Nil.	Nil
Moncton.....	1	313
Sackville.....	11	4,677
St. Andrews	186	20,273
St. John.....	756	276,016
Total.....	1,142	335,965

PROVINCE OF NOVA SCOTIA.

Amherst.....	15	5,923
Annapolis.....	76	22,138
Arichat	134	7,331
Barrington	27	1,612
Baddeck	8	523
Digby	161	17,384
Guyshoro'	49	2,873
Halifax.....	1,015	106,281
Liverpool	116	12,264
Londonderry	6	2,726
Lunenburg	218	12,842
Maitland	32	28,399
Pugwash	16	1,051
Parrsboro'	79	11,881
Pictou.....	98	32,396
Port Hawkesbury.....	34	1,644
Port Medway	27	1,370
Sydney.....	95	6,869
Shelburne.....	129	13,526
Truro.....	4	1,649
Windsor	189	90,950
Weymouth.....	24	5,384
Yarmouth.....	453	166,623
Total.....	3,003	553,368

PROVINCE OF QUEBEC.

Amherst (M.I.)	32	1,224
Gaspé.....	42	2,371
Montreal.....	999	130,636
New Carlisle.....	31	1,746
Percé.....	3	232
Quebec.....	869	112,140
St. Johns.....	Nil.	Nil.
Total.....	1,976	248,349

STATEMENT showing the number of Vessels and number of Tons on the Registry Books, &c.—*Continued.*

PROVINCE OF ONTARIO.

Name of Place.	Vessels.	Tons.
Amherstburg.....	10	335
Belleville.....	9	789
Brighton.....	Nil.	Nil.
Brockville.....	20	664
Collingwood.....	9	1,738
Chippewa.....	3	159
Cramahe.....	5	594
Chatham.....	19	2,678
Cobourg.....	11	1,112
Cornwall.....	1	16
Darlington.....	2	253
Dunnville.....	17	1,838
Dundas.....	1	164
Fort Erie.....	1	559
Goderich.....	21	1,444
Hamilton.....	35	7,907
Kingston.....	205	27,113
Kingsville.....	1	101
Niagara.....	1	512
Napanee.....	22	3,349
Newcastle.....	1	158
Oshawa.....	2	538
Ottawa.....	95	10,170
Owen Sound.....	9	1,773
Oakville.....	10	1,164
Port Burwell.....	26	5,407
Port Dover.....	20	1,385
Port Colborne.....	7	765
Port Hope.....	32	3,790
Port Rowan.....	10	1,313
Port Stanley.....	7	2,015
Pictou.....	41	5,423
Saugeen.....	2	75
Sarnia.....	16	4,024
Sault Ste. Marie.....	6	264
St. Catharines.....	127	28,061
Toronto.....	74	9,058
Windsor.....	43	5,551
Whitby.....	4	650
Wallaceburg.....	30	2,099
Morrisburg.....	3	382
Total.....	958	135,440

PROVINCE OF PRINCE EDWARD ISLAND.

Charlottetown.....	322	54,250
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PROVINCE OF BRITISH COLUMBIA.

Victoria.....	51	4,482
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STATEMENT showing the number of Vessels and number of Tons on the Registry Books, &c.—Continued.

PROVINCE OF MANITOBA.

Name of Place.	Vessels.	Tons.
Winnipeg.....	17	1,161

SUMMARY.

New Brunswick.....	1,142	335,965
Nova Scotia.....	3,003	553,368
Quebec.....	1,976	248,349
Ontario.....	958	135,440
Charlottetown, P.E.I.....	322	54,250
British Columbia.....	51	4,482
Manitoba.....	17	1,161
Total	7,469	1,333,015

COMPARATIVE STATEMENT showing the Number of Vessels and Number of Tons on the Registry Books of the Dominion of Canada on the 31st December, 1873, 1874, 1875, 1876, 1877 and 1878.

Provinces.	1873.		1874.		1875.		1876.		1877.		1878.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
New Brunswick	1,147	277,860	1,144	294,741	1,133	307,926	1,164	324,513	1,133	329,457	1,142	335,965
Nova Scotia	2,803	449,701	2,787	479,669	2,786	505,144	2,867	539,252	2,961	541,579	3,003	553,368
Quebec	1,842	214,043	1,837	218,948	1,831	222,965	1,902	228,502	1,951	243,399	1,976	248,349
Ontario	681	89,111	816	113,008	825	114,890	889	123,947	926	131,761	958	135,440
Prince Edward Island	280	36,918	312	48,388	335	50,677	338	50,692	342	55,547	322	64,250
British Columbia	30	4,095	35	3,611	40	3,685	40	3,809	43	3,479	51	4,482
Manitoba .....	.....	.....	.....	.....	2	178	2	178	6	246	17	1,161
Total	6,783	1,073,718	6,930	1,158,363	6,952	1,205,566	7,192	1,260,893	7,362	1,310,468	7,469	1,333,015

STATEMENT showing the Sea-going Tonnage and Tonnage of Steamers over 100 tons register of each of the Maritime States of the World, for 1878, taken from the *Repertoire Général*, for 1878 and 1879.

Nationality.	Steamers.	Gross Tonnage of Steamers.	Net Tonnage of Steamers.	Sailing Vessels.	Net Tonnage of Sailing Vessels.	Total Net Tonnage.
British, including Canada and the Colonies	3,216	3,465,187	2,264,684	18,394	5,596,018	7,860,692
American (U.S.).....	516	609,101	368,576	6,050	2,075,832	2,444,418
Norwegian.....	121	53,331	38,679	4,157	1,374,824	1,413,503
Canada *	834	183,935	116,620	6,635	1,216,395	1,333,015
German.....	220	253,667	172,932	3,201	914,674	1,087,606
Italian.....	92	84,421	55,512	3,135	963,655	1,019,137
French.....	275	335,219	221,799	2,972	595,932	817,732
Russian.....	148	104,702	69,031	1,814	413,932	482,963
Swedish.....	182	78,318	54,975	1,901	413,719	468,694
Dutch.....	111	116,149	78,607	1,292	365,367	443,974
Spanish.....	199	162,708	101,843	1,590	329,215	430,858
Greek.....	12	7,721	4,940	1,969	406,018	410,958
Austrian.....	75	83,786	54,421	626	246,006	300,427
Danish.....	103	68,963	44,104	1,180	178,303	222,467
South America.....	74	50,779	33,304	279	96,732	130,036
Portuguese.....	17	16,678	11,487	421	100,105	111,592
Turkish & Egyptian.....	30	27,629	17,779	312	53,853	71,632
Central America.....	14	10,888	7,228	144	56,931	64,209
Asiatic.....	29	36,270	22,807	62	19,381	42,188
Belgian.....	27	38,591	27,501	25	11,275	38,776
African (Liberia & Tunis)	1	1,067	726	5	642	1,368
Divers.....				10	5,577	5,577
Total.....	5,462	5,595,175	3,650,735	49,529	14,218,072	17,868,807

* The tonnage of Canada is not included in the addition of this statement as it is included in the tonnage of Great Britain.

LIST of Ports at which Vessels may be Registered, showing the Number of *New* Vessels Built and Registered in the Dominion of Canada, during the Year ended 31st December, 1878.

PROVINCE OF NEW BRUNSWICK.

Name of Port.	Vessels.	Tons.
Chatham.....	16	3,577
Dorchester.....	4	3,691
Richibucto.....	Nil.	Nil.
Sackville.....	4	1,843
St. Andrews.....	4	1,499
St. John.....	27	16,445
Moncton.....	1	313
Total.....	56	27,368

PROVINCE OF NOVA SCOTIA.

Amherst.....	5	1,115
Annapolis.....	9	2,036
Arichat.....	1	35
Barrington.....	1	13
Digby.....	17	1,004
Guysboro'.....	2	111
Halifax.....	24	3,654
Liverpool.....	7	1,480
Lunenburg.....	14	987
Maitland.....	4	4,209
Parrsboro'.....	10	1,824
Pictou.....	5	2,346
Port Medway.....	7	405
Port Hawkesbury.....	Nil.	Nil.
Shelburne.....	12	1,056
Sydney.....	6	341
Truro.....	3	1,608
Weymouth.....	5	437
Windsor.....	10	10,565
Yarmouth.....	24	16,558
Total.....	166	49,784

PROVINCE OF QUEBEC.

Gaspé.....	Nil.	Nil.
Montreal.....	14	1,304
Amherst (M.I.).....	2	59
New Carlisle.....	2	93
Quebec.....	28	9,414
St. Johns.....	Nil.	Nil.
Total.....	46	10,870

STATEMENT showing the Number of *New Vessels Built and Registered in the Dominion, &c.—Continued.*

PROVINCE OF ONTARIO.

Name of Port.	Vessels.	Tons.
Amherstburg.....	Nil.	Nil.
Brockville.....	2	48
Belleville.....	1	68
Burwell.....	Nil.	Nil.
Chatham.....	Nil.	Nil.
Cobourg.....	3	203
Collingwood.....	2	43
Cornwall.....	Nil.	Nil.
Darlington.....	Nil.	Nil.
Dover.....	Nil.	Nil.
Goderich.....	1	3
Hamilton.....	1	40
Hope.....	3	145
Kingston.....	4	628
Napanee.....	1	143
Owen Sound.....	2	59
Ottawa.....	5	798
Pictou.....	Nil.	Nil.
Rowan.....	Nil.	Nil.
Sarnia.....	Nil.	Nil.
Sault Ste. Marie.....	1	82
St'anley.....	1	41
St. Catharines.....	1	11
Toronto.....	Nil.	Nil.
Windsor.....	1	25
Whitby.....	Nil.	Nil.
Wallaceburg.....	1	74
Total.....	30	2,409

PROVINCE OF PRINCE EDWARD ISLAND.

Charlottetown.....	38	10,382
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PROVINCE OF BRITISH COLUMBIA.

Victoria.....	2	45
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PROVINCE OF MANITOBA.

Winnipeg.....	1	15
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SUMMARY.

New Brunswick.....	56	27,368
Nova Scotia.....	166	49,784
Quebec.....	48	10,870
Ontario.....	30	2,409
Prince Edward Island.....	38	10,382
British Columbia.....	2	45
Manitoba.....	1	15
Total.....	339	100,873

COMPARATIVE STATEMENT of New Vessels Built and Registered in the Dominion of Canada during the Years ended 31st December, 1874, 1875, 1876, 1877 and 1878.

Provinces.	1874.		1875.		1876.		1877.		1878.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
New Brunswick	99	42,027	65	33,483	61	31,040	54	31,158	56	27,368
Nova Scotia	175	84,480	177	67,106	194	58,771	219	47,980	166	49,784
Quebec	73	20,796	102	22,825	51	17,800	62	19,253	46	10,870
Ontario	50	10,797	53	7,760	47	5,397	28	3,316	30	2,409
Prince Edward Island	88	24,634	83	19,838	62	14,571	62	17,026	38	10,382
British Columbia	5	276	.....	.....	1	121	2	204	2	45
Manitoba .....	.....	.....	.....	.....	.....	.....	3	48	1	15
Add new vessels built in Canada, which proceeded to the United Kingdom under a Governor's pass without being registered	490	183,010	480	151,012	416	127,700	430	118,985	339	100,873
Add new vessel which left Quebec for registration in Germany	6	7,746	.....	.....	3	2,721	2	1,913	1	633
Total	496	190,756	480	151,012	420	130,901	432	120,918	340	101,506

STATEMENT of Wrecked Vessels which were thoroughly repaired and re-registered during the Calendar Year of 1878.

Name of Vessel.	Rig.	Registered Tonnage.	Port of Registry.
Annie Murchie.....	Schooner.....	200	St. John, N.B.
Oarmenta	Brigantine.....	199	Charlottetown, P.E.I.
I. W. Dean	Schooner.....	79	St. John, N.B.
Quango	Brigantine.....	190	Charlottetown, P.E.I.
Samuel Wonson	Schooner.....	50	Halifax, N.S.
British Queen	do	61	St. John, N.B.
Albert L	do	109	Sydney, C.B.
Ella and Winnie.....	do	49	Halifax, N.S.
Free Trade.....	do	133	St. John, N.B.
Zenobie.....	Brigantine.....	212	Halifax, N.S.
L. J. Westaway	do	278	Charlottetown, P.E.I.
Grace Girdler.....	Schooner.....	187	Halifax, N.S.
Agra.....	Barque.....	635	Charlottetown, P.E.I.
Sabrina.....	Schooner.....	53	Sydney, C.B.
Nornes.....	do	22	Halifax, N.S.
Light of Home.....	do	51	do
Edith Weir.....	do	96	do
Amicus	Barque.....	506	Quebec.
Moero.....	Schooner.....	82	Yarmouth, N.S.
Kitty Clyde	Brigantine.....	133	Charlottetown, P.E.I.
Violet.....	Schooner.....	56	St. John, N.B.
Martha A. Brewer.....	do	51	Charlottetown, P.E.I.
Annie W.....	do	82	Chatham, N.B.

COASTING TRADE OF CANADA.

As stated in last year's Report, the Act 33 Vic., cap. 14, respecting the coasting trade of Canada, enacts that no goods or passengers shall be carried by water from one port in Canada to another, except in British ships, but that the Governor in Council may from time to time declare that the Act shall not apply to the ships or vessels of any foreign country in which British ships are admitted to the coasting trade of such country. The Parliament of Canada was empowered to pass the Act alluded to under the provisions of the Imperial Act 32 Vic., cap. 11, intituled: "An Act for amending the law relating to the Coasting Trade and Merchant Shipping in British Possessions," which came into operation in this country on its proclamation by the Governor General on the 23rd October, 1869.

It having been ascertained that the following countries, viz., Italy, Germany, Netherlands, Sweden and Norway, Austro—Hungary and Denmark allowed British ships or vessels to participate in their coasting trade on the same footing as their

own national vessels, the ships of Italy, by Order in Council of the 13th August, 1873; those of Germany, by Order in Council of the 14th May, 1874; those of the Netherlands, by Order in Council of the 9th September, 1874; those of Sweden and Norway, by Order in Council of the 5th November, 1874; those of Austro-Hungary, by Order in Council of the 1st June, 1876, and those of Denmark, by Order in Council of the 25th January, 1877, were admitted to the coasting trade of Canada.

By the provisions of the Act 38 Vic., chap. 27, amending the Act 33 Vic., chap. 14, respecting the coasting trade of Canada, masters of steam vessels not being British ships are precluded, except in case of distress, from towing ships, vessels or rafts from one port or place in Canada to another. A circular was also issued by the Department of Customs, under date 8th March, 1878, to Collectors of Customs, calling their attention to the bearing of the Customs law, upon the treatment of wrecked vessels or property in Canadian waters, and informing them that no foreign vessels should be permitted to interfere with wrecked vessels or material in Canadian waters. An Act however was passed by the Senate and House of Representatives of the United States, and approved by the President on the 19th June last, by which Canadian vessels of all descriptions may render assistance to Canadian or other vessels wrecked or disabled in the waters of the United States contiguous to the Dominion of Canada; but it is provided that this Act shall not take effect until a proclamation by the President declaring that the privilege of aiding American or other vessels wrecked or disabled in Canadian waters contiguous to the United States has been extended by the Government of the Dominion of Canada, and declaring this Act to be in force. The question of giving the reciprocal privilege referred to to American vessels in Canadian waters is at present under consideration of the Canadian Government.

REWARDS FOR SAVING LIFE.

In Supplement No. 2 will be found a list of persons to whom rewards or testimonials have been granted by the Government of Canada for humane exertions in saving life from Canadian vessels, and for generous services in caring for shipwrecked crews, and also of rewards given for saving life on the shores of Canada.

ESTABLISHMENT STAFF AT OTTAWA.

In Appendix No. 45 a statement is given showing the names of the members on the Establishment Staff of the Department at Ottawa, the rank held by each, and the amount of salary they severally received during the fiscal year ended 30th June, 1878.

 OUTSIDE SERVICE.

The number of persons employed in the Outside Service on the 31st December, 1878, was as follows:—

Superintendent of Lights and Light-keepers, &c., in Ontario, and above Montreal.....	109
Officers of Agency in City of Quebec, and Light-keepers, Fog-whistle Keepers, &c., at and below Montreal, in the Province of Quebec.	182
Agent, Clerk, Messenger, Superintendent of Lights, Light-keepers, Fog-whistle Keepers, &c., in New Brunswick.....	66
Agent, Clerk, Messenger, Superintendent of Lights, Light-keepers, Fog-whistle Keepers, Attendants at Humane Establishments, &c., in Nova Scotia.....	178
Agent and Light-keepers in Prince Edward Island.....	23
Agent and Light-keepers in British Columbia.....	15
Officers and Crews of Dominion Steamers and Vessels.....	110
Inspectors of Steamboats.....	9
Examiners of Masters and Mates, and Clerk to Chairman of Board...	11
Harbour and River Police Montreal and Quebec.....	75
Officers and Servants in Marine Hospitals.	75
Shipping Masters	20
Harbour Masters.....	105
Officers of Observatories, Meteorological Observers, &c., receiving pay	73
Receivers of Wreck	28
Wharfingers.....	5
Fishery Overseers and Guardians in Ontario	93
do do Quebec.....	99
Commander of Fisheries Protection Vessel and Crew.....	26
Inspector of Fisheries, Overseers and Wardens in Nova Scotia.....	250
do do do New Brunswick..	118
Fishery Overseers and Wardens in Prince Edward Island.....	35
Inspector of Fisheries and Overseer in British Columbia.....	2
Fishery Overseer in Manitoba.....	1
<hr/>	
Making a total of.....	1,708

For the previous year the number was 1,647. In addition to the 1,708 mentioned above, there are 63 Registrars of Shipping, who act under the direction and control of this Department, but are at the same time Collectors of Customs at the various ports of registration, and receive no salary or fees in their capacity as Registrars.

There are 77 Measurers and Surveyors of Shipping at certain Ports throughout the Dominion, who act as officers of this Department, and are remunerated from their fees of office, although in addition to such office many of them hold a position in the Customs Service. Also, in addition to the above, by Orders in Council of the 21st April and 2nd December, 1874, the Chief Officer of Customs at each Port in the Province of Quebec, Nova Scotia, New Brunswick, British Columbia and Prince Edward Island, where no separate Shipping Office has been established, is to be held and deemed a Shipping Master, is to receive the fees, make half-yearly returns to this Department and act in that capacity under its instructions.

From the above statement it will be seen that there are 73 officers of observatories, &c., who receive pay for the performance of their duties, but in addition thereto there are a large number of meteorological observers throughout the Dominion who give their services gratuitously.

I have the honour to be,

Sir,

Your most obedient servant,

WILLIAM SMITH.

Deputy Minister of Marine and Fisheries.

DEPARTMENT OF MARINE AND FISHERIES,

OTTAWA, 1st January, 1879.

PRELIMINARY REPORT
OF THE
COMMISSIONER OF FISHERIES.

The Honourable JAMES C. POPE,
Minister of Marine and Fisheries :

SIR,—The following preliminary Report on the Fisheries Service of Canada consists chiefly of accounts of expenditure and receipts, and tables of exports and imports of fish, during the fiscal year ended 30th June, 1878; including, also, a condensed statement of the approximate value of the Canadian Fisheries for the calendar year. The description of operations in the artificial propagation of fish, embraces the number of young fish raised and distributed from the deposits of 1877, and the quantities of ova laid down in the course of last fall, which are now in process of hatching.

The loss of the steamer *Lady Head* which was engaged in protecting the Gulf fisheries, is briefly referred to.

Some correspondence is also published explaining what has been done since the date of my last Report regarding sawdust and mill-rubbish.

The statements of the various Fishery Officers, showing the condition, yield and value in detail of the Canadian Fisheries for the past year are not yet completed. A full report of the year's transactions, with the usual Appendices, is in course of preparation, and will be submitted as soon as possible to Parliament.

VALUE OF CANADIAN FISHERIES.

It is satisfactory to state that the Canadian fisheries are still improving. Their produce compares favourably with the preceding year's returns. In 1877, it was valued at \$12,029,957; and in 1878, at \$13,373,486, being an increase of nearly one and a-half millions of dollars. This was principally in the cod, mackerel, salmon and lobster fisheries.

FISH TRADE.

The statements herewith, compiled from the Trade Returns, show that the value of fish exported was \$6,929,366, against \$5,874,360 in 1877, being an increase of \$1,055,006. The value of fish imported into the Dominion, and entered for domestic consumption, was \$1,300,468, against \$1,361,250 in 1877, or a decrease of \$66,882.

STATEMENT showing the Quantity and Value of Fish and Products of Fish Exported from the Dominion of Canada during the Fiscal Year ending 30th June, 1878.

ARTICLES.	COUNTRIES.	GOODS, THE PRODUCE OF CANADA.		GOODS, NOT THE PRODUCE OF CANADA.		TOTAL EXPORTS, PRODUCE AND NOT PRODUCE.	
		Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
Codfish, including Haddock, Ling and Pollock, fresh.....	United States....	Lbs.	\$	Lbs.	\$	Lbs.	\$
		40	4	.....	.....	40	4
do Dry Salted....	Great Britain....	Cwt.		Cwt.		Cwt.	
		17,602	72,071	.....	.....	17,602	72,071
	United States....	85,801	277,062	79	410	85,880	277,472
		17,875	84,121	.....	.....	17,875	84,121
	Newfoundland..	260,724	1,084,056	33	120	260,757	1,084,176
		177,925	719,504	.....	.....	177,925	719,504
	British W. Indies	54,814	204,271	.....	.....	54,814	204,271
		4,676	20,136	15	60	4,691	20,196
	Danish W. Indies	105	437	.....	.....	105	437
		4,264	19,483	.....	.....	4,264	19,483
	Hayti.....	25,038	106,510	.....	.....	25,038	106,510
		76,884	380,413	.....	.....	76,884	380,413
	South America...	8	32	.....	.....	8	32
		10,476	50,979	.....	.....	10,476	50,979
	Portugal.....	32,880	144,166	.....	.....	32,880	144,166
		3,291	14,585	.....	.....	3,291	14,585
	Italy.....	2,302	11,510	.....	.....	2,302	11,510
	
	Austria.....	774,665	3,189,336	127	590	774,792	3,189,926
		Cwt.		Cwt.		Cwt.	
do Wet Salted....	Great Britain....	18	66	.....	.....	18	66
		Brls.		Brls.		Brls.	
do Pickled	Great Britain....	252	1,100	.....	.....	252	1,100
		477	1,630	.....	.....	477	1,630
	United States....	32	80	.....	.....	32	80
		761	2,810	.....	.....	761	2,810
Mackerel, fresh	United States....	Lbs.		Lbs.		Lbs.	
		152,821	7,019	.....	.....	152,821	7,019
do Preserved	Great Britain....	Lbs.		Lbs.		Lbs.	
		15,922	2,015	.....	.....	15,922	2,015
	United States....	53,104	4,980	.....	.....	53,104	4,980
		69,026	6,995	.....	.....	69,026	6,995
do Pickled	Great Britain....	Brls.		Brls.		Brls.	
		378	2,310	.....	.....	378	2,310
	United States....	100,371	823,963	651	7,771	101,022	831,734
		18,178	124,203	.....	.....	18,178	124,203
	British W. Indies	7,118	50,202	.....	.....	7,118	50,202
		1,008	5,583	.....	.....	1,008	5,583
	Spanish W. Indies	296	2,392	3	24	299	2,416
		5	36	.....	.....	5	36
	Danish W. Indies	652	5,768	.....	.....	652	5,768
		948	7,229	.....	.....	948	7,229
	Hayti.....	128,954	1,021,686	654	7,795	129,608	1,029,481
	
	British Guiana...	.....	.....	.....	.....	.....	.....
	

STATEMENT showing the Value of Fish, &c.--Dominion of Canada--Continued.

ARTICLES.	COUNTRIES.	GOODS, THE PRODUCE OF CANADA.		GOODS, NOT THE PRODUCE OF CANADA.		TOTAL EXPORTS, PRODUCE AND NOT PRODUCE.	
		Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
		Lbs.	\$	Lbs.	\$	Lbs.	\$
Halibut, smoked...	United States....	1,700	85			1,700	85
Herring, fresh,	United States....	447,825	12,505			447,825	12,505
do Pickled	Great Britain	Brls. 170	645			Brls. 170	645
	United States....	26,758	100,950	378	1,630	27,136	102,580
	Newfoundland....	20	60			20	60
	British W. Indies	46,285	186,570			46,285	186,570
	Spanish W. Indies	20,043	69,031			20,043	69,031
	French W. Indies	3,269	10,543			3,269	10,543
	Danish W. Indies	3,555	11,567			3,555	11,567
	Dutch W. Indies	50	235			50	235
	British Guiana...	2,532	10,717			2,532	10,717
	Spain.....	50	200			50	200
	Denmark.....			1,000	4,000	1,000	4,000
	Norway	4,532	13,592	1,436	4,308	5,968	17,900
	Madeira	70	208			70	208
	Australia.....	516	2,064			516	2,064
		107,850	406,382	2,814	9,938	110,664	416,320
do Smoked	Great Britain	Lbs. 239,951	12,150			Lbs. 239,951	12,150
	United States....	3,802,961	44,895			3,802,961	44,895
	Newfoundland....	3,152	60			3,152	60
	British W. Indies	159,621	4,259			159,621	4,259
	Spanish W. Indies	30,576	785			30,576	785
	French W. Indies	80,062	2,840			80,062	2,840
	Danish W. Indies	19,894	635			19,894	635
	Dutch W. Indies	4,000	100			4,000	100
	Bayti	30,600	790			30,600	790
	British Guiana...	13,008	373			13,008	373
	Maderia	4,000	190			4,000	190
	South America ..	9,952	257			9,952	257
	St. Pierre et Mi- quelon	982	34			982	34
	France.....	2,800	40			2,800	40
		4,401,559	67,408			4,401,559	67,408
Sea Fish, other, fresh.....	United States....		43,699				43,699
Sea Fish, other, pickled	Great Britain....	Brls. 352	960			Brls. 352	960
	United States....	2,406	28,675			2,406	28,675
	British W. Indies	1,170	5,307			1,170	5,307
	Spanish W. Indies	85	436			85	436
	Danish W. Indies	37	218			37	218
	Bayti	165	1,066			165	1,066
	British Guiana...	82	417			82	417
		4,347	37,079			4,347	37,079

STATEMENT showing the Value of Fish, &c.—Dominion of Canada.—*Continued.*

ARTICLES.	COUNTRIES.	GOODS, THE PRODUCE OF CANADA.		GOODS, NOT THE PRODUCE OF CANADA.		TOTAL EXPORTS, PRODUCE AND NOT PRODUCE.	
		Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
		Lbs.	\$	Lbs.	\$	Lbs.	\$
Sea Fish, other, preserved.....	United States.....	1,160	116	.....	.....	1,160	116
Oysters, fresh.....	Great Britain.....	Brls. 182	282	Brls. ....	.....	182	282
	United States.....	79	135	.....	.....	79	135
	Newfoundland...	202	384	.....	.....	202	384
	Danish W. Indies	2	10	.....	.....	2	10
	St. Pierre et Miquelon.....	100	262	12	90	112	352
		565	1,073	12	90	577	1,163
Lobsters, fresh.....	United States.....	Brls. 139	668	.....	.....	Brls. 139	668
do Preserved.	Great Britain	Lbs. 6,589,784	742,068	Lbs. 313,824	38,496	Lbs. 6,903,608	780,564
	United States	1,488,715	180,990	7,468	936	1,496,183	181,926
	British W. Indies	20,532	2,696	.....	.....	20,532	2,696
	Spanish W. Indies	2,016	270	.....	.....	2,016	270
	Danish W. Indies	648	70	.....	.....	648	70
	Dutch W. Indies	2,400	275	.....	.....	2,400	275
	St. Pierre et Miquelon.....	336	40	.....	.....	336	40
	Madeira..	1,440	180	.....	.....	1,440	180
		8,105,871	926,589	321,292	39,432	8,427,163	966,021
Eait.....	Newfoundland...	.....	350	.....	.....	.....	350
	St. Pierre et Miquelon...	.....	806	.....	.....	.....	806
		.....	1,156	.....	.....	.....	1,156
Salmon, fresh	Great Britain.....	Lbs. 120	12	Lbs. ....	.....	Lbs. 120	12
	United States.....	2,865,597	260,845	1,800	150	2,867,397	260,995
	British W. Indies	24,187	2,027	.....	.....	24,187	2,027
	St. Pierre et Miquelon.....	3,564	275	.....	.....	3,564	275
		2,893,468	263,159	1,800	150	2,895,268	263,309
do Smoked.	Great Britain.....	Lbs. 281	29	.....	.....	Lbs. 281	29
	United States.....	26,243	3,059	.....	.....	26,243	3,059
	British W. Indies	807	60	.....	.....	807	60
	Danish W. Indies	660	89	.....	.....	660	89
		27,991	3,237	.....	.....	27,991	3,237

STATEMENT showing the Value of Fish, &c.—Dominion of Canada.—Continued.

ARTICLES.	COUNTRIES.	GOODS, THE PRODUCE OF CANADA.		GOODS, NOT THE PRODUCE OF CANADA.		TOTAL EXPORTS, PRODUCE AND NOT PRODUCE.	
		Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
		Lbs.	\$	Lbs.	\$	Lbs.	\$
Salmon, Canned ...	Great Britain.....	1,204,328	161,685	.....	.....	1,204,328	161,685
	United States.....	1,802,164	203,078	.....	.....	1,802,164	203,078
	British W. Indies	892	163	.....	.....	892	163
	South America.....	4,800	650	.....	.....	4,800	650
	Madeira.....	960	200	.....	.....	960	200
	Australia.....	314,256	41,935	.....	.....	314,256	41,935
		3,327,400	407,711	.....	.....	3,327,400	407,711
do Pickled.....		Brls.		Brls.		Brls.	
	Great Britain....	68	670	.....	.....	68	670
	United States....	4,775	53,478	1,005	10,656	5,780	64,134
	British W. Indies	1,228	5,782	.....	.....	1,228	15,782
	Spanish W. Indies	94	876	.....	.....	94	876
	Danish W. Indies	51	606	.....	.....	51	606
	Hayti.....	1	19	.....	.....	1	19
	British Guiana....	51	555	.....	.....	51	555
	South America....	10	95	.....	.....	10	95
	Australia.....	1,805	13,369	.....	.....	1,805	13,369
	Sandwich Island's	50	350	.....	.....	50	350
	Italy.....	1	15	.....	.....	1	15
		8,134	85,815	1,005	10,656	9,139	96,471
Fish, all other, fresh.....	Great Britain.....	.....	54	.....	.....	.....	54
	United States.....	.....	164,427	.....	.....	.....	164,427
		.....	164,481	.....	.....	.....	164,481
do Pickled.....		Brls.				Brls.	
	Great Britain....	261	318	.....	.....	261	318
	United States....	3,956	15,674	.....	.....	3,956	15,674
	British W. Indies	5	37	.....	.....	5	37
	British Guiana....	2	30	.....	.....	2	30
		4,224	16,059	.....	.....	4,224	16,059
Fish Oil, Cod		Galls.		Galls.		Galls.	
	Great Britain....	54,480	25,928	.....	.....	54,480	25,928
	United States....	161,997	80,846	160	80	162,157	80,926
	British W. Indies	1,202	696	.....	.....	1,202	696
		217,679	107,470	160	80	217,839	107,550
do Seal.....	Great Britain....	7,023	3,908	.....	.....	7,023	3,908
	United States....	132	120	.....	.....	132	120
		7,155	4,028	.....	.....	7,155	4,028
do Whale	Great Britain....	10,461	4,498	.....	.....	10,461	4,498
do Other	Great Britain....	3,494	2,085	.....	.....	3,494	2,085
	United States....	36,066	13,469	.....	.....	36,066	13,469
		39,560	15,554	.....	.....	39,560	15,554

STATEMENT showing the Value of Fish, &c.—Dominion of Canada.—*Continued.*

ARTICLES.	COUNTRIES.	GOODS, THE PRODUCE OF CANADA.		GOODS, NOT THE PRODUCE OF CANADA		TOTAL EXPORTS, PRODUCE AND NOT PRODUCE.	
		Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
		Lbs.	\$	Lbs.	\$	Lbs.	\$
Furs and Skins of Marine Animals..	Great Britain ....	.....	9,111	.....	2,667	.....	11,778
	United States.....	.....	.....	.....	2,000	.....	2,000
	Newfoundland..	.....	326	.....	.....	.....	326
		.....	9,437	.....	4,667	.....	14,104
Other Articles....	Great Britain.....	.....	1,574	.....	386	.....	1,960
	United States.....	.....	44,635	.....	1,577	.....	46,212
	Newfoundland ..	.....	4	.....	.....	.....	4
	British W. Indies ..	.....	404	.....	30	.....	434
	Spanish W. Indies ..	.....	89	.....	.....	.....	89
	Danish W. Indies ..	.....	20	.....	.....	.....	20
	Hayti .....	.....	1,120	.....	.....	.....	1,120
	St. Pierre et Miquelon.....	.....	4	.....	.....	.....	4
		.....	47,850	.....	1,993	.....	49,843
	

RECAPITULATION.

COUNTRIES.			
Great Britain.....	1,043,539	41,549	1,085,088
United States.....	2,367,007	25,210	2,392,217
Newfoundland.....	85,305		85,305
British West Indies	1,426,340	150	1,426,490
Spanish West Indies	841,193		841,193
French West Indies	223,237		223,237
Danish West Indies.....	35,743	84	35,827
Dutch West Indies.....	1,083		1,083
Hayti	28,246		28,246
British Guiana.....	125,831		125,831
St. Pierre et Miquelon.....	1,421	90	1,511
South America	381,415		381,415
France.....	40		40
Spain.....	232		232
Portugal	50,979		50,979
Italy	144,181		144,181
Denmark.....		4,000	4,000
Norway.....	13,592	4,308	17,900
Austria.....	11,510		11,510
Madeira.....	15,363		15,363
Australia.....	57,368		57,368
Sandwich Islands.....	350		350
Total	6,853,975	75,391	6,929,366
Total Export of Fish to United States	2,367,007	25,210	2,392,217
Total Export of Fish to other Countries	4,486,968	50,181	4,537,149
Grand Total.....	6,853,975	75,391	6,929,366

STATEMENT showing the Quantity and Value of Fish and Products of Fish Imported and Entered for Consumption in the Dominion of Canada, also the Duty collected thereon, during the Fiscal Year ending 30th June, 1878.

ARTICLES.	COUNTRIES WHENCE IMPORTED.	IMPORTED.		ENTERED FOR HOME CONSUMPTION.		DUTY.
		Quantity.	Value.	Quantity.	Value.	Amount Collected.
		Lbs.	\$	Lbs.	\$	\$ cts.
Fish, salted or smoked..	Great Britain.	9,106	876	9,106	876	91 06
	United States.....	33,141	2,304	34,351	2,353	343 51
		42,247	3,180	43,457	3,229	434 57
do Oysters, fresh, in cans..	United States.....		248		248	43 47
do do Preserved.....		Lbs.		Lbs.		
	United States.....	13,842	2,327	13,236	2,176	380 81
	China	1,284	214	764	129	22 57
		15,126	2,541	14,000	2,305	403 38
do Lobsters, preserved.....		Lbs.		Lbs.		
	Great Britain.....	529	97	529	97	16 97
	United States.....	6,592	1,166	5,856	1,482	259 32
		7,121	1,763	6,385	1,579	276 29
do Other, preserved in Oil.	Great Britain.....		22,328		23,470	4,107 64
	United States.....		12,705		11,157	1,952 33
	France.....		7,877		7,016	1,227 80
	Germany.....		9		9	1 57
	China		383		229	40 07
			43,302		41,881	7,329 41
do do fresh, from Inland Waters.....	United States.....	Lbs. 33,254	1,159	Lbs. 33,254	1,159	203 08
do Oil, Cod Liver, medicinal preparations.....		Galls.		Galls.		
	Great Britain.....	1,362	1,754	1,362	1,754	307 44
	United States....	1,763	1,721	1,763	1,721	300 91
		3,125	3,475	3,125	3,475	608 35
do do Other.....	United States.....	Galls. 4,412	3,870	Galls. 4,412	3,870	677 31
FREE.						
do Cod, Haddock, Ling and Pollock, fresh.....	United States.....	Lbs. 2,216,020	70,579	Lbs. 2,216,020	70,579	.....
do do Dry salted.....		Owt.		Owt.		
	United States.....	42,380	129,740	42,380	129,740	.....
	Newfoundland...	2,106	8,415	2,106	8,415	.....
		44,486	138,155	44,486	138,155	.....

STATEMENT showing the quantity and Value of Fish, Imported, &c.—Dominion of Canada.—Continued.

ARTICLES.	COUNTRIES WHENCE IMPORTED.	IMPORTED.		ENTERED FOR HOME CONSUMPTION.		DUTY.
		Quantity.	Value.	Quantity.	Value.	Amount Collected.
FREE.—Continued.		Lbs.	\$	Lbs.	\$	\$ cts.
Fish, Cod, &c., Wet salted.....	United States.....	151	453	151	453	.....
	Newfoundland...	400	600	400	600	.....
		551	1,053	551	1,053	.....
do do Pickled.....	United States.....	Brls. 38	157	Brls. 38	157	.....
do do Smoked.....	United States ...	Lbs. 794,070	45,474	Lbs. 794,070	45,474	.....
do Mackerel, fresh.....	United States.....	9,932	809	9,932	809	.....
do do Pickled.....	United States.....	Brls. 1,195	8,052	Brls. 1,195	8,052	.....
	British W. Indies	164	820	164	820	.....
		1,359	8,872	1,359	8,872	.....
do Halibut, fresh.....	United States.....	Lbs. 22,822	999	Lbs. 22,822	999	.....
do do Pickled.....	United States.....	Brls. 11	66	Brls. 11	66	.....
do Herrings, fresh.....	United States.....	Lbs. 294,212	4,780	Lbs. 294,212	4,780	.....
do do Pickled.....	United States.....	Brls. 4,633	13,592	Brls. 4,633	13,592	.....
	Newfoundland...	1,521	6,469	1,521	6,469	.....
	St. Pierre et Mi- quelon	60	120	60	120	.....
		6,214	20,181	6,214	20,181	.....
do do Smoked	United States.....	Lbs. 401,786	11,852	Lbs. 401,786	11,852	.....
do Sea, other, fresh	United States.....	Lbs. 18,913	1,077	Lbs. 18,913	1,077	.....
do do Pickled.....	United States.....	Brls. 14	72	Brls. 14	72	.....

STATEMENT showing the Quantity and Value of Fish Imported, &c.—Dominion of Canada.—Continued.

ARTICLES.	COUNTRIES WHENCE IMPORTED.	IMPORTED.		ENTERED FOR HOME CONSUMPTION.		DUTY.
		Quantity.	Value.	Quantity.	Value.	Amount Collected.
FREE.—Continued.		Lbs.	\$	Lbs.	\$	\$ cts.
Fish, Herrings, Preserved.....	United States....	805	66	805	66	.....
do Oysters, fresh, in shell...	United States....	Brls. 2,689	11,514	Brls. 2,689	11,514	.....
do do in cans.....	United States....	Lbs. 1,154,159	98,123	Lbs. 1,154,159	98,123	.....
do do Shelled, in bulk....	United States....	Galls. 108,948	94,371	Galls. 108,948	94,371	.....
do Lobsters, fresh.....	United States....	Brls. 462	2,723	Brls. 462	2,723	.....
do do Fresh, in cans.....	United States....	Lbs. 31,514	4,456	Lbs. 31,514	4,456	.....
	St. Pierre et Mi- quelon... ..	4,752	400	4,752	400	.....
		36,266	4,856	36,266	4,856	.....
do do Preserved, in cans.	United States....	Lbs. 34,440	4,555	Lbs. 34,440	4,555	.....
do Bait	United States....	Brls. 1,690	7,387	Brls. 1,690	7,387	.....
do Clams or other	United States....	1,504	7,997	1,504	7,997	.....
do Salmon, fresh.....	United States....	Lbs. 7,071	765	Lbs. 7,071	765	.....
	Newfoundland...	20	3	20	3	.....
		7,091	768	7,091	768	.....
do do Smoked	United States....	Lbs. 3,449	364	Lbs. 3,449	364	.....
do do Canned.....	United States....	Lbs. 198,493	24,220	Lbs. 198,493	24,220	.....
do do Pickled	United States....	Brls. 35	396	Brls. 35	396	.....

STATEMENT showing the Quantity and Value of Fish Imported, &c.—Dominion of Canada.—Continued.

ARTICLES.	COUNTRIES WHENCE IMPORTED.	IMPORTED.		ENTERED FOR HOME CONSUMPTION.		DUTY.
		Quantity.	Value.	Quantity.	Value.	Amount Collected.
		Lbs.	\$	Lbs.	\$	\$ cts.
Fish, All other, fresh.....	United States.....	.....	3,774	.....	3,774	.....
do do Pickled.....	United States....	Brls. 128	641	Brls. 128	641	.....
do Oil, not elsewhere spe- cified, Cod	United States....	Galls. 47,845	21,273	Galls. 47,845	21,273	.....
	Newfoundland...	1,947	1,104	1,947	1,104	.....
		49,792	22,377	49,792	22,377	.....
do do Seal	United States....	Galls. 460	205	Galls. 460	205	.....
do do Whale	United States....	6,631	4,228	6,631	4,228	.....
	Newfoundland...	36	25	36	25	.....
		6,667	4,253	6,667	4,253	.....
do do Other.....	United States....	62,505	22,955	62,505	22,955	.....
Furs or Skins, the produce of Fish or Marine Animals.....	United States....	.....	1,899	.....	1,899	.....
	St. Pierre et Mi- quelon.....	.....	880	.....	880	.....
	Newfoundland...	.....	3,231	.....	3,231	.....
		.....	6,010	.....	6,010	.....
Fish and Products of Fish, the produce of New Foundland.	Newfoundland...	.....	509,977	.....	509,977	.....
Fish Oil do do	Newfoundland...	Galls. 205,460	109,272	Galls. 205,460	109,272	.....

**STATEMENT showing the Quantity and Value of Fish Imported, &c.—Dominion of
Canada.—Continued.**

RECAPITULATION.

COUNTRIES WHENCE IMPORTED.	IMPORTED.		ENTERED FOR HOME CONSUMPTION.		DUTY.
	Dutiable.	Free.	Dutiable.	Free.	Amount Collected.
	\$	\$	\$	\$	\$
Great Britain	25,055		25,297		4,523 11
United States	26,000	599,614	24,166	599,614	4,160 74
Newfoundland		639,096		639,096	
France	7,877		7,016		1,227 80
Germany	9		9		1 57
China	597		358		62 64
St. Pierre et Miquelon		1,400		1,400	
British West Indies		820		820	
Total	59,538	1,240,930	56,846	1,240,930	9,975 86
Total Imports from United States.....	26,000	599,614	24,166	599,614	4,160 74
do Other Countries....	33,538	641,316	32,680	641,316	5,815 12
Total	59,538	1,240,930	56,846	1,240,930	9,975 86
	IMPORTED.		ENTERED FOR HOME CONSUMPTION.		DUTY COLLECTED
	\$		\$		\$ cts.
Total, Dutiable.....	59,538		56,846		9,975 86
do Free	1,240,930		1,240,930		.....
Total Imports of Fish and Fish Products, for the year ending 30th June, 1878.....	1,300,468		1,297,776		9,975 86

EXPENDITURE AND RECEIPTS.

The following statements exhibit the respective amounts expended and collected during the fiscal year ended 30th June, 1878, and the current expenses from the 1st July to 31st December, 1878. The expenditure for the period first above named is subdivided for the several Provinces and services as follows:—

ONTARIO.

Fishery Overseers' salaries and disbursements.....	\$12,723 88
Fish-breeding	5,234 77
	<u>\$17,958 65</u>

QUEBEC.

Fishery Overseers' salaries and disbursements.....	\$13,662 55
Fish-breeding	7,059 95
Fisheries Protection vessel.....	19,967 11
	<u>\$40,689 61</u>

NOVA SCOTIA.

Fishery Overseers' salaries and disbursements.....	\$15,292 82
Fish-breeding.	3,550 00
	<u>\$18,842 82</u>

NEW BRUNSWICK.

Fishery Overseers' and Inspector of Fisheries' salaries and disbursements.....	\$10,926 11
Fish-breeding	1,468 22
	<u>\$12,394 33</u>

Under the head of Fish Breeding must also be reckoned
Mr. Samuel Wilmot's salary and travelling disburse-
ments as being applicable to the several Establish-
ments in the Dominion..... \$2,775 86

PRINCE EDWARD ISLAND.

Fishery Overseers' salaries and disbursements.....	<u>\$1,836 54</u>
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BRITISH COLUMBIA.

Inspector of Fisheries' salary and disbursements.....	<u>\$690 00</u>
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MANITOBA.

Fishery Overseers' salary	<u>\$200 00</u>
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Total Expenditure.....\$95,387 81

And for the subsequent half year as follows :—

Ontario, Fishery Overseers' salaries and disbursements.	\$6,110 82
Quebec, do do ...	8,716 64
Nova Scotia, do do ...	7,230 00
New Brunswick, do do ...	5,105 67
Prince Edward Island.....	687 50
Manitoba.....	290 00
British Columbia.....	850 00
Fisheries Protection Steamer " Lady Head ".....	8,699 96
Fish-breeding.....	11,129 98
Total	<u>\$48,730 57</u>

The collections during the fiscal year are arranged under the following heads :—

ONTARIO.

Rents, license fees, fines and confiscations.....	\$5,202 00
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QUEBEC.

Rents, license fees, fines and confiscations.....	5,453 27
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NOVA SCOTIA.

Taxes on nets, fines and forfeitures.....	1,442 38
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NEW BRUNSWICK.

Rents, taxes on nets, fines and forfeitures.....	2,015 46
--	----------

Total.....	<u>\$14,113 11</u>
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LICENSES ISSUED.

The number of Fishery Licenses issued during the season of 1878 are as follows :—

ONTARIO.

Gill-net licenses.....	328
Hoop-net do	31
Pound-net do	39
Seine do	163
Angling permits.....	1,393
Spearing licenses.....	125

QUEBEC.

Salmon-net fishing licenses.....	369
Sea-Trout do	44
Brush Weirs do	179
Eel Weirs do	11
Seine do	104
Gill-net do	228

NEW BRUNSWICK.

Salmon-net fishing licenses.....	731
Herring weirs do	79
Bass do	355
Smelt do	428
Angling permits.....	55

NOVA SCOTIA.

Trap-net licenses.....	87
Weirs do	8

Total..... 4,757

STAFF OF FISHERY OFFICERS.

In 1878 the staff of fishery officers consisted of the following :—

ONTARIO—Fishery Overseers (<i>ex-officio</i> Magistrates) and Fishery Guardians.....	93
QUEBEC—Fishery Overseers (<i>ex-officio</i> Magistrates) and Fish- ery Guardians.....	99
NOVA SCOTIA—Inspector, Fishery Overseers (<i>ex-officio</i> Magis- trate) and Fishery Wardens.....	250
NEW BRUNSWICK—Inspector, Fishery Overseers (<i>ex-officio</i> Magistrates) and Fishery Wardens	118
PRINCE EDWARD ISLAND—Fishery Overseers (<i>ex-officio</i> Magis- trates) and Fishery Wardens.....	35
BRITISH COLUMBIA—Inspector of Fisheries.....	2
MANITOBA—Fishery Overseer (<i>ex-officio</i> Magistrate).....	1
GULF OF ST. LAWRENCE—Commander and crew of Fisheries Protection Steamer “Lady Head”	26

Making the total number of Fishery Officers now
employed in the Outside Service..... 624

This regular staff receives occasional aid from lock-masters on the Government canals and lighthouse keepers, which arrangement saves employing in certain places other fishery officers at separate salaries.

REPORTS OF THE FISHERY OFFICERS.

Detailed reports of the various fishery officers engaged in the service will be printed in the Appendices. They will embrace particulars of the year's business in each fishery district, and also give details respecting the quantity and value of fish caught in sub-divisions of the respective fishery districts. They will also refer to the condition of different fishings, the state of the rivers, the observance of fishery laws, and proceedings taken for violation of the same.

FISH CULTURE.

The total expenditure on account of this service for the fiscal year ended 30th June, 1878, amounts to \$20,088.80, divided as follows among the seven establishments devoted to the artificial reproduction of fish :—

Newcastle, Ontario.....	\$2,403 56
Sandwich, do	2,546 21
Tadoussac, Quebec.....	3,060 93
Gaspé Basin, do	2,069 05
Restigouche, do	1,555 87
Bedford Basin, Nova Scotia.....	3,400 00
Miramichi, New Brunswick.....	1,468 22
General disbursements, including Mr. S. Wilmot's salary and travelling expenses.....	3,584 96
	\$20,088 80

A statement in detail of this expenditure will be found at Appendix No. 40. No new establishments were opened during the past season, but indispensable repairs and necessary improvements were made at Sandwich, Bedford and Miramichi.

FISH BREEDING.

The whole number of young fish distributed during the Spring of 1878 was 27,754,000, apportioned as follows :—

STATEMENT of the distribution of young fish at the several breeding Establishments in the Dominion of Canada, during the Spring of 1878, from the hatching of 1877.

NEWCASTLE ESTABLISHMENT, ONTARIO.

Names of Rivers or Places where Fry were placed or sent.	KINDS OF FISH.				
	Salmon.	California Salmon.	Salmon Trout.	Speckled Trout.	Whitefish.
Wilmot's Creek, Ontario.....	240,000	26,500	50,000	10,000	10,000
Barber's do do	40,000	1,000			
Duffin's do do	20,000				
Grafton do do	10,000	1,000			
Trent River do do	50,000	1,000			
Saugeen River do	40,000	5,000			
Rouge do do	10,000				
Humber do do	10,000				
Credit do do	10,000				
Ontario Lake do	20,000		500,000		1,000,000
Balsam do do	10,000		20,000		
Clear do do	10,000		20,000		
Sandy do do	10,000		20,000		
North River, Quebec.....	20,000	500			
Magog Lake and River, Quebec..	10,000		10,000	10,000	
Bedford Lakes, Nova Scotia.....			10,000		200,000
Adirondack Lakes, United States.....	20,000				
Cushog do Quebec.....	10,000				30,000
To Lord Exeter, England.....	20,000		10,000		30,000
To Alex. Begg, Esq., England.....	40,000		10,000		30,000
Total.....	600,000	35,000	650,000	20,000	1,300,000

STATEMENT of the distribution of young fish, &c.—Dominion of Canada.—Continued.

SANDWICH ESTABLISHMENT, ONTARIO.

Names of Rivers or Places where Fry were placed or sent.	KINDS OF FISH.				
	Salmon.	California Salmon.	Salmon Trout.	Speckled Trout.	Whitefish.
Toronto Bay, Ontario.....					220,000
Burlington Bay do					220,000
Detroit River do					20,000,000
Total					20,440,000

BEBFORD ESTABLISHMENT, NOVA SCOTIA.

Musquodoboit River, Co. Halifax, N.S.	120,000				
Sackville do do	80,000				
Shubenacadie do do	50,000				
Big Salmon do do	20,000				
Little Salmon do do	20,000				
Mosher do do	20,000				
Nine Miles do do	20,000				
Pennant do do	20,000				
Indian do do	20,000				
Ingraham do do	20,000				
North East do do	20,000				
Gays do do	20,000				
Meander do Co. Hants, N.S.	40,000				
Windsor do do	40,000				
Kennetcook do do	40,000				
Debert do do	40,000				
Cornwallis do do	40,000				
Gaspereaux do do	40,000				
Philip River, Co. Cumberland, N.S.	80,000				
Wallace do do	40,000				
Pugwash do do	20,000				
Maccan do do	20,000				
Salmon do Co. Colchester, N.S.	80,000				
Stewiacke do do	40,000				
North do do	40,000				
Debert do do	20,000				
Ingonish do do	20,000				
French do do	20,000				
Folly do do	20,000				20,000
East do Co. Pictou, N.S.	70,000				
West do do	80,000				
Middle do do	70,000				
Sutherland's River do	40,000				
Annapolis do Co. Annapolis, N.S.	50,000				
La Have do Co. Lunenburg, N.S.	20,000				
Grand Lake, Co. Halifax, N.S.			8,000		120,000
Lily do do					10,000
Sandy do do					10,000
Total	1,400,000		8,000		180,000

STATEMENT of the distribution of young fish, &c.—Dominion of Canada.—Continued.

TADOUSSAC ESTABLISHMENT, QUEBEC.

Names of Rivers or Places where Fry were placed or sent.	KINDS OF FISH.				
	Salmon.	California Salmon.	Salmon Trout.	Speckled Trout.	Whitefish.
Ste. Marguerité River, Quebec.....	253,000				
Petites Isles do do	117,000				
Anse St. Jean do do	90,000				
Anse à Cheval do do	68,000				
A Mars do do	67,000				
Petit Saguenay do do	32,000				
St. David do do	26,000				
St. Thomas do do	18,000				
Jacques Cartier do do	16,000				
Fresh Water Pond, do	20,000				
Total	707,000				

GASPÉ BASIN ESTABLISHMENT, QUEBEC.

Dartmouth River, Quebec.....	300,000				
St. John do	200,000				
York do	150,000				
Malbaie do	40,000				
Grand do	30,000				
Grand Pabos do	30,000				
Total	750,000				

RESTIGOUCHE ESTABLISHMENT, QUEBEC.

Main Restigouche River.....	350,000				
Grand Cascapedia do	90,000				
Metapedia do	50,000				
Upeaquitch do	250,000				
Amqui do	50,000				
Causapscal do	50,000				
Little do	50,000				
Nipissiquit do	50,000				
Little Cascapedia do	40,000				
Bonaventure do	35,000				
Total.....	1,015,000				

STATEMENT of the distribution of young fish, &c.—Dominion of Canada.—Continued.

MIRAMICHI ESTABLISHMENT, NEW BRUNSWICK.

Fish-Breeding Establishment.	KINDS OF FISH.				
	Salmon.	California Salmon.	Salmon Trout.	Speckled Trout.	Whitefish.
North-West Miramichi River, N.B.	100,000				
Main South-West do do	100,000				
Little do do do	95,000				
Nappan River, N.B.	50,000				
Black do	50,000				
Shediac do	50,000				
Tabusintac do	45,000				
Sevogle do	45,000				
Bartibog do	40,000				
Burnt Church	40,000				
Salmon do	30,000				
Canaan do	20,000				
Total	685,000				

RECAPITULATION.

Newcastle Establishment, Ontario.....	600,000	35,000	650,000	20,000	1,300,000
Sandwich do do					20,440,000
Bedford do N.S.	1,404,000		8,000		160,000
Restigouche do Quebec	1,015,000				
Gaspé do do	750,000				
Tadoussac do do	707,000				
Miramichi do N.B.	685,000				
Total Distribution in 1878 ..	5,141,000	35,000	658,000	20,000	21,900,000

Salmon	5,141,000
California Salmon	35,000
Salmon Trout.....	658,000
Speckled Trout.....	20,000
Whitefish.....	21,900,000

Grand Total..... 27,754,000

SUMMARY OF OPERATIONS IN THE AUTUMN OF 1878.

The following numbers of Vivified Eggs were deposited in the Hatching-troughs of the several Fish-breeding Establishments in the Dominion, in the Fall of 1878.

Establishments.	Salmon.	Salmon Trout.	Speckled Trout.	Whitefish.
Newcastle, Ontario. { Lake Ontario, Salmon.....	856,000	.....	144,000	1,000,000
{ California do	1,000	1,840,000	.....	.....
Sandwich do .....	.....	.....	.....	15,000,000
Gaspé, Quebec	1,650,000	.....	.....	.....
Tadoussac, Quebec	1,375,000	.....	.....	.....
Restigouche do	1,560,000	.....	25,000	.....
Bedford, N.S.	2,500,000	.....	.....	.....
Miramichi, N.B.	1,000,000	.....	.....	.....
Total	8,942,000	1,840,000	169,000	16,000,000

RECAPITULATION.

Establishments.	Number of Vivified Eggs.
Newcastle, Ontario	3,841,000
Sandwich do	15,000,000
Gaspé, Quebec ..	1,650,000
Tadoussac, Quebec.....	1,375,000
Restigouche do	1,565,000
Bedford, N.S.	2,500,000
Miramichi, N.B.	1,000,000
Total	26,951,000

SALMON ANGLING.

The total sum accruing as rents under leases of angling privileges amounts to about \$5,000.

The number of salmon caught by anglers is reported at 2,684, about the same as last year's catch. Some of the best streams on the north coast, such as the Natashquan, St. John and Romaine were not angled, and others, such as the Mingan, Kegashca, &c., &c., were only partially fished.

It is also apprehended that in some streams the actual catch is much underrated, owing to the difficulty of procuring accurate returns from the leasees and their friends.

The local fishery officers uniformly report the spawning grounds as having been filled with breeding fish last season.

SCHEDULE of Salmon Angling in the Leased Rivers of the Provinces of Quebec and New Brunswick during the Season of 1878.

Names of Rivers.	No. of Salmon.	Total Weight.	Average Weight.	Weight of the Largest Fish.	Weight of the Smallest Fish.	Remarks.
		Lbs.	Lbs.	Lbs.	Lbs.	
Du Gouffre.....	7	105	15	.....	.....
Murray.....	8	175	17 $\frac{1}{2}$	.....	.....
Ste. Marguerite, N.E. Branch...	6	1,021	16 $\frac{1}{2}$	33	9	3 Grilse and 2 Winnonish.
do N.W. do .....	.....	.....	.....	.....	.....	Not angled,
A Mars.....	28	366	13 $\frac{1}{2}$	26	8	1 Grilse.
Little Saguenay	7	105	15	25	10	Anglers arrived too late.
Anse St. Jean.....	3	38	12 $\frac{3}{4}$	.....	.....
Sault au Cochon.....	.....	.....	.....	.....	.....	Not angled.
Laval.....	.....	.....	.....	.....	.....	do
Godbout.....	239	2,811	11 $\frac{1}{2}$	26	7	Water low; no fishing in lower pool.
Romaine.....	.....	.....	.....	.....	.....	Not angled.
Mingan.....	17	239 $\frac{1}{2}$	14 $\frac{1}{2}$	31	8 $\frac{1}{2}$	Angled only during four days.
Mistassini.....	1	5	.....	.....	.....	Only partially angled.
Besocie.....	3	38	12 $\frac{3}{4}$	18	10	do
Manitou.....	.....	.....	.....	.....	.....	Not angled.
Moisie.....	154	3,396	22 $\frac{1}{2}$	39	7	
Kegashka.....	6	90	15	.....	.....	Angled only during a couple of days.
St. John.....	.....	.....	.....	.....	.....	Not angled.
Natashquan.....	.....	.....	.....	.....	.....	do
Watsheeshoo.....	.....	.....	.....	.....	.....	do
Washeecootai.....	.....	.....	.....	.....	.....	do
Rimouski.....	74	1,200	18	30	10	
Metis.....	42	937	22 $\frac{1}{2}$	44	12	
Matane.....	60	600	10	.....	.....
Little S.W. Bic.....	23	149	6 $\frac{1}{2}$	12	3 $\frac{1}{2}$	
St. Anne des Monts.....	62	1,248	20 $\frac{1}{2}$	39	9	
Magdalen.....	18	268	14 $\frac{1}{2}$	31	7	
York.....	97	2,149	22 $\frac{1}{2}$	35 $\frac{1}{2}$	9	
St. John.....	67	817	12 $\frac{1}{2}$	.....	.....
Dartmouth.....	73	1,740	23	.....	.....
Grand.....	129	2,165	16 $\frac{1}{2}$	32	7	
Grand Pabos.....	18	189	10 $\frac{1}{2}$	17	6	
Little Pabos.....	.....	.....	.....	.....	.....	Not angled.
Bonaventure.....	40	664	16 $\frac{1}{2}$	28	.....
Little Cascapedia.....	7	200	28 $\frac{1}{2}$	.....	.....
Grand do.....	305	3,173	26	50	.....	One salmon, 56 $\frac{1}{2}$ lbs., killed.
Matapedia.....	171	3,952	23	41	.....
Upsalquitch.....	2	17	8 $\frac{1}{2}$	.....	.....	Only angled one day.
Restigouche, Lower Division ..	177	2,887	22	16	.....
do Middle do	413	9,402	22 $\frac{1}{2}$	40	.....
do Upper do	367	5,928	16 $\frac{1}{2}$	32	.....
Jacquet.....	12	120	10	.....	.....
S.W. Miramichi.....	13	138	10 $\frac{1}{2}$	12 $\frac{1}{2}$	7	
Nepisiguit.....	.....	.....	.....	.....	.....	No returns.
do (Rough Waters).....	45	630	.....	.....	.....
Total.....	2,684	46,962	17 $\frac{1}{2}$	50	3 $\frac{1}{2}$	

 LOSS OF THE STEAMER *Lady Head*.

This vessel was totally wrecked on the 10th of August last, at Point Jaune, on the south coast of the River St. Lawrence. She had been previously run ashore near Seven Islands Bay, on the north coast, and sustained serious damage, besides having, on two other occasions, narrowly escaped shipwreck. The *Lady Head* was an iron vessel of about 300 tons, and was built in 1857, at a cost of \$68,000. Excepting the expense of running her, she was well adapted to the service. There was a crew on board of 26 men, including a Sailing Master, first and second Mates, under command of Napoleon Lavoie, Esq., as Stipendiary Magistrate. The following is the report of the inquiry into her loss, made by direction of this Department, before the Quebec Harbour Commissioners:—

QUEBEC, 16th October, 1878.

Pursuant to an Order in Council dated Government House, Ottawa, 3rd September, 1878, appointing the Harbour Commissioners of Quebec, a Court or Tribunal to hold a formal investigation into the wreck of the Steamship "*Lady Head*," in accordance with the provisions of the 4th Section of the Canadian Act 37 Vic., Cap. 39 and the 5th Section Act 32-3 Vic., Cap. 38, a quorum of the members of the Quebec Harbour Commissioners met at their office Custom House, City of Quebec, 24th September, 1878 and having the oath prescribed by law opened the investigation into the loss of the Steamship "*Lady Head*," continued it 25th and 30th of same month, and concluded on 14th instant, witnesses being Napoleon Lavoie, Fishery Officer; Cyprien Morin, Sailing Master; Achille Boucher, 1st Officer; Nazaire Deroy, 2nd Officer; Philippe Fraser, Sailor and L. A. Blanchet, Clerk in Marine and Fisheries Department, Quebec.

The Steamship "*Lady Head*," registered tonnage two hundred and eighty-three, owned by the Government of the Dominion of Canada for protection of the Fisheries, sailed from Ellis Bay, Anticosti, near the West Point Light at 7.35 p.m., 9th of Aug., weather fine and calm. At about 10.30 p.m., it became overcast and hazy, and a few minutes after midnight, fog set in, which momentarily increased in density, till one a.m., when engines were slowed; at about 1.30 the lookout man called out land ahead, the engines were stopped and reversed, but the ship immediately took the ground and remained fast on what was afterwards ascertained to be Point Jaune, eight miles west of Fox River, pumps, men and material were obtained in due course, every exertion was made to save her, but without avail, and she became a total wreck.

The "*Lady Head*" had a crew of 26 hands all told, was commanded by Napoleon Lavoie, Fishery Officer, who held his appointment direct from the Marine and Fisheries Department, Ottawa, and by same authority he selected officers and crew. No articles were signed, and the legal means of enforcing discipline on board was thus wanting. Commander Lavoie appointed Cyprien Morin, who held second-class certificate, as master to navigate the vessel; Achille Boucher as first mate, Nazaire Deroy second mate, neither of whom held certificates, and in event of the sailing master being off duty from sickness or otherwise, there was no one on board who could pretend to navigate the vessel with safety.

The Commander seems to have occupied a peculiar position, he only commanded in Port, and the sailing master had charge at other times; in this way, there was a divided authority, which was subversive of discipline.

On the night in question the 9th of August, Boucher the first mate went on duty at eight o'clock, off West Point Light, and the sailing master gave him the course to make Cape Rosier Light; in his evidence the sailing master states he had no confidence in the accuracy of his first or second mate, yet on this short voyage from Anticosti to Gaspé, he went below about 9.30 p.m., and did not return to the deck till 12.20 a.m., at which time the weather was very foggy, and on going on the bridge, where second mate was in charge, having relieved first mate at midnight; he found the

compass lights out, and the officer on duty quite unconcerned at the circumstance; he then inquired of the "lookout" if he had seen Cape Rosier Light, and was answered in the negative; how could he have expected it to be seen at that time, does not appear; he then went aloft to try if he could see over the fog, and remained there fifteen or twenty minutes. On returning to deck he ordered the engines to be put at half speed, gave orders to haul in the Patent Log and found forty-five or forty-six miles of distance was recorded; went below to examine his chart, returned on deck just in time to hear signal from bridge "to stop the engines," ran there himself and ordered them "full speed astern;" in about two or three minutes the ship was hard and fast ashore about ten miles out of her course, in a voyage of less than fifty miles. During the previous hour and a-half of dense fog; the ship was crossing the path of upward and downward steamers and sailing ships, yet the regulation to sound the steam whistle was entirely neglected, nor was the lead once used. Altogether it has become painfully apparent to the Commissioners that there was an entire absence of discipline on board, and a condition of things existing that made the loss of the vessel only a question of time.

JUDGMENT.

The Court decides in virtue of its authority to suspend the certificate of Cyprien Morin for a period of six calendar months from the 16th instant, and finds that the first and second mate were incompetent to fulfill the duties they had to perform.

(Signed) A. WOODS,
Chairman.

" JOSEPH SHEHYN,
" JOSEPH PLAMONDON,
" WILLIAM RAE,
" E. W. SEWELL,
" J. H. SIMMONS,
" A. H. VERRET,

Sec.-Treas. Q.H.C, Clerk of the Court.

In addition to the above investigation, official inquiries of an informal character, by this Department, were made respecting the running and discipline of the vessel, from which it appeared that gross carelessness and incompetency were the causes of disaster. It was thought advisable to make an example which might afford better security in future for public property entrusted to the care of government officers. Commander Lavoie was therefore relieved of his command, by Order of the Governor General in Council, and the Sailing Master and Mates were discharged from further employment.

SAWDUST AND MILL RUBBISH.

The following circular explains what action was taken pursuant to the recommendations in the report of John Mather, Esq., published last year:—

Circular. **DEPARTMENT OF MARINE AND FISHERIES,**
 FISHERIES BRANCH,
 OTTAWA, 24th January, 1878,

SIR,—The Minister desires me to acquaint you with the decision arrived at by the Government upon the petition of mill-owners on the Lower Ottawa River and certain tributaries to be exempted under the Act 36 Vic., Cap. 65 as regards sawdust and other mill offals.

You are already aware that in pursuance of an Order in Council of the 26th March, 1877, careful inquiry has been made by John Mather, Esq., acting on behalf

of the Government, into the situation of each mill, in order to ascertain the practicability and cost of compliance in each instance with the requirements of the said statute. Several communications have been had with the mill-owners during the course of such investigation; and it has been generally understood that the manufacturers admit the necessity and recognize the practicability of so disposing of other mill offals (excepting sawdust) as to avoid all possibility of further injuring navigation. The suggestion made by Mr. Mather regarding alterations in the several mills have also been made known to you, and have formed the subject of discussion between the minister and the mill-owners as well as amongst themselves and Mr. Mather. It is also within your knowledge that while the practicability of burning the sawdust has been satisfactorily shown, the estimated expense of constructing furnaces, &c., appears to be very formidable. The Government, as you are aware, desire to avoid requiring such a serious outlay on the part of the proprietors if the public interest can be otherwise protected. They also feel desirous to relieve the mill-owners from further anxiety and danger of prosecution as respects the disposal of sawdust.

It is proposed therefore to require certain alterations to be made in each mill to ensue the better observance of the law affecting other mill rubbish; and upon the Minister being certified that such have been made he will be prepared to recommend formal exemption in the matter of sawdust as provided by the statute.

These alterations are as follows:—

1st. Spouts should be constructed at the upper end of all logways to carry off the bark brought up by the jack ladders; these spouts should be so made that nothing over two feet long could pass through and reach the water.

2nd. The floor next under the sawing floor, should be laid close all over, except a hatch to enable workmen to reach the water wheels. The hatch should not be near the saw-gates.

3rd. Saw-gates should have fixed racks in the lower floor, surrounding the pitman, the opening in the racks should not be more than one inch wide.

4th. All circular saws should have the openings under them filled with gratings, the openings of which should not be more than one inch square, and in addition should have crooked spouts to reach through the floor immediately below, so constructed that nothing over one foot long could pass through.

5th. All mill windows overlooking the water should be covered with wire netting with meshes one inch square.

6th. Fences should be put round all yards and platforms contiguous to the water whenever it can be done without interfering with the operations of mills.

Mr. Mather has been instructed to see that these conditions are fulfilled at each mill before another season's sawing shall be commenced, and he is authorized to modify or otherwise adapt them to the situation or special circumstances of each mill, according to his discretion, so long as the main object is fully attained. He is required to report progress, so that the Government may judge of the diligence observed and be enabled to take any such alternative action as appears necessary.

There is reason to hope, however, that no further difficulty will arise, but that the present measure of justice to the public and relief to the mill-owners will now be met with a prompt and effectual response.

I have the honour to be, Sir,

Your obedient Servant,

W. F. WHITCHER.

Commissioner of Fisheries.

To Mr. _____

DEPARTMENT OF MARINE AND FISHERIES,
FISHERIES BRANCH,

OTTAWA, 28th January, 1878.

SIR,—Reverting to an order given to you under an Order in Council of 26th March, 1877, and to your subsequent report concerning the Ottawa mills, as also to the subject of interviews between yourself and the Minister, and conferences with the mill-owners, I am now to instruct you that the Government have decided on requiring certain alterations in these mills, such as may insure the better observance of the law as affects mill-rubbish other than sawdust. These alterations are specified in the accompanying copy of the circular addressed to mill owners, subject to such modifications or other changes as you may find necessary. The Minister desires you to see that these alterations are made in a satisfactory manner and in due time, under your own superintendence, and that you will inform the Department of the progress made in each instance.

Whenever it shall appear from your reports that these requirements have been fulfilled, the Minister will be prepared to recommend to the Governor General in Council the issue of a proclamation exempting the mills in question from the operation of the Act 36 Vic., cap. 65, as respects sawdust.

I have the honour to be, Sir,

Your obedient servant,

W. F. WHITCHER,

Commissioner of Fisheries.

JOHN MATHER, Esq.,
Ottawa.

RICHMOND ROAD,

OTTAWA, 16th April, 1878.

SIR,—Referring to your instructions to me dated 28th January last, relative to certain alterations in sawmills, to insure the better observance of the law as affects mill rubbish other than sawdust, I beg leave to report that I have been at nearly all the mills from time to time, and have examined and shewn what is required to be done. I expect to be able to report soon that the alterations of some are complete. Several will not be opened for sawing till late in the summer; they are also likely to have the necessary changes made in good time.

I have the honour to be, Sir,

Your obedient servant,

JOHN MATHER.

W. F. WHITCHER, Esq.,
Commissioner of Fisheries.

OTTAWA, 15th January, 1879.

SIR,—Referring to your instructions to me dated 28th January, 1878, relative to certain alterations required by your Department to be made on saw mills on the Ottawa and its tributaries, to ensure the better observance of the law as affects mill rubbish other than saw-dust, and which I was desired to see properly carried out, you had a report from me dated 16th April last, stating the progress then made, and I have the honour now to report further as follows, viz :—

That Messrs. McLymont & Co., New Edinburgh,
Messrs. Jas. MacLaren & Co., do
Messrs. Sherman, Lord & Co., Hull,
E. B. Eddy, Esq., do
J. R. Booth, Esq., Ottawa,
Messrs. Porley & Pattee, Ottawa,
Levi Young, Esq., do
Messrs. Bronson & Weston do
Messrs. Gilmour & Co., Chelsea,

have all followed my instructions and suggestions, in so far as that each of the mills owned and run by them were so changed, that practically nothing but saw-dust and the chips from the slab-cutters reached the water during the past season's sawing, as was, I beg also to report, proved by my own observation when I visited the river periodically during the season ;

That Messrs. J. A. Cameron & Co., North Nation,
Messrs. James MacLaren & Co., Buckingham,
Messrs. Ross, Brothers, do
A Hagar, Esq., Plantagenet,

have not paid any attention to my representations or suggestions, and so far as I know have done nothing. All rubbish, as well as saw-dust, from their mills escapes and falls into the river the same as heretofore.

A. H. Baldwin's mills have not been in operation during the past year.

I have the honour to be, Sir,
Your obedient servant,

JOHN MATHUR.

W. F. WHITCHER, Esq.,
Commissioner of Fisheries.

OUTSIDE STAFF.

The further report proposed will suggest some changes and improvements in the staff which it is hoped may meet your approval.

I have the honour to be, Sir,

Your obedient servant,

W. F. WHITCHER,
Commissioner of Fisheries.

APPENDIX No. 1.

REPORT OF THE AGENT OF THE DEPARTMENT OF MARINE AND FISHERIES AT QUEBEC, FOR THE FISCAL YEAR ENDED 30TH JUNE, 1878.

To the Hon. Sir A. J. SMITH, K.C.M.G.,
Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour to transmit the Eleventh Annual Report of this Agency, for the fiscal year ended 30th June, 1878.

Under their respective headings, I shall lay before you the details connected with the several services under my supervision, comprising:

- The Government vessels;
- The maintenance of Lighthouses, Buoys, Beacons, Humane Establishments, Fog Signals and Lightships, below Quebec;
- The maintenance of Lighthouses and Lightships above Quebec, as far as Montreal Harbour, including eight Lighthouses on the Richelieu River, at the outlet of Lake Champlain;
- The construction of new Lighthouses;
- The Quebec River Police Force;
- The shipment of Mariners;
- Investigations into and reporting upon the causes of shipwrecks and casualties at sea and in the river;
- The protection of the Fisheries and Fish-Breeding Establishments, &c., &c.,
- The Government Steamers stationed at Quebec, and performing duties in this district, consist of Steamships "Napoleon III," "Druid," and "Lady Head," and steam-launches "Dolphin" and "Wannonish."

The steamship "Napoleon III," under the command of Captain A. Despres, is a powerful iron steamer, built in 1856 by Messrs. R. Napier & Sons, Glasgow, Scotland, and is 300 nominal horse-power, but can be worked up to 700. She was of 494 tons gross measurement, and carried about 2,000 barrels, but her carrying capacity has been largely increased, by the addition of a fore and-aft spar deck, to about 4,000 barrels. She has a powder magazine capable of carrying 15,000 lbs. of powder, and which can be completely flooded with water in case of fire on board. The entire carrying capacity is employed every trip in taking down supplies and provisions to the lower portions of my district, commencing at Point des Monts, North shore of River St. Lawrence, taking in Labrador, Island of Anticosti, Straits of Belle Isle, North shore of Newfoundland, Baie des Chaleurs, Magdalen Islands, North shore of New Brunswick and Prince Edward Island, and requires two trips, one in the spring, and the other in the fall, to meet the demands of this extensive and important district. Captain Despres has shown praiseworthy caution and promptitude in the sailing of this steamer, while supplying the many dangerous points, and Mr. Wm. Barbour, the Chief Engineer of this Agency has fulfilled the duties of inspecting and keeping the lights and machinery connected with the many revolving lights and fog alarms in order in a very creditable manner.

The steamship "Druid," Captain A. Marmen, is a side-paddle-wheel steamer, built of iron in 1856 by Messrs. Todd & McGregor, of Glasgow, is 170 horse-power, and carries about 1,000 barrels. She is adapted for and well employed in supplying lighthouses, lightships and fog-alarms from Point des Monts to Montreal, and in

laying down, taking up and keeping in position the large number of buoys below Quebec. Besides sailing his vessel, Captain Marmen performs the duties of inspecting the lighthouses, and attending to other matters in a prompt and efficient manner. The "Druid's" speed would be greatly improved, and a considerable saving in the consumption of fuel effected, if she were furnished with patent floats, and a surface condenser, the cost of which would be saved in two or three years by the advantages gained.

The steamship "Lady Head," under the direction of Commander N. Lavoie, and sailed by Captain C. Morin, was built of iron by Messrs. R. Napier & Sons of Glasgow, in 1857, and is of 100 horse-power nominal, with a carrying capacity of about 1,000 barrels. She is employed during the season of navigation as an armed cruiser, for the protection of the Fisheries, and her services are fully reported upon in the Fisheries Branch of the Annual Report, by Commander Lavoie. This vessel ran ashore on the night of the 10th August last at Point Jeunne near Fox River, Gulf of St. Lawrence, and became a total wreck; no lives were lost. Efforts were made by the Department to save her, but finding them ineffectual after expending about \$3,000, the wreck was sold at public auction for \$650. All the rigging, sails, anchors, chains and furniture of all description was saved, and brought to this Agency. The purchaser, Mr. L. Leclair, after trying to save the vessel, and expending considerable money, abandoned her. An official enquiry has been ordered into the cause of the disaster.

The police steamer "Dolphin," sailed by Chief Coxswain Cunningham, of the Quebec River Police Force, is a small craft 50 feet long, 12 feet beam, draws about five feet of water, and is propelled by a 10 horse-power engine; she is employed on police duty in the harbour of Quebec.

The police launch "Wannonish," is also employed on River Police service during the season of navigation under Coxswain Battle. This vessel was entirely renewed last winter, the hull being built on the Island of Orleans, by Mr. A. Pouliot, at a cost of \$425. Her engines and boiler are found of considerable use in turning the lathes in the machine shop of the Agency during the winter, when a large portion of repairs and outfits are made to the different services under my control.

In the forge and machine shops connected with the Agency, are executed the principal repairs to the vessels and lighthouses in the district. The forge contains four bellows and anvils, and some valuable tools, almost in constant use, especially during the winter, when frequently several more fires are employed to meet the requirements of the service.

All repairs to the hulls of the iron vessels are attended to by the master smith, Mr. Charles Vezina, whose ability has been fully displayed in the excellent work he has turned out during twenty years in the employ, notably the extensive repairs to the steamship "Napoleon III."

Near the forge is the machine shop and turning lathe, driven by steam from the boiler of the launch "Wannonish" in winter.

In this shop a great variety of work is performed for engines and apparatus connected with fog whistles and revolving lights, by the engineers of the steamers under yearly salary, thus keeping them profitably employed.

The carpenter's shop under the direction of Mr. Telesphore Routier, employs several men in making models for machinery, castings, repairs to lighthouses, &c., and contains a large number of valuable spare models, carefully preserved for use.

The accommodation afforded by the large adjoining premises (the Queen's wharf and stores) having been acquired by the Department, has enabled me to store several hundred barrels of petroleum in bomb-proof vaults, thereby effecting an annual saving of about \$600, and having the articles of supply near at hand. The upper portion is used for storing boats, rigging, sails, spars, &c., and the west end made into quarters for the River Police Force.

During the past winter the coxswains of the River Police, retained at half-pay, were employed on repairs and outfitting, and fully earned the amount they received.

Repairs are absolutely necessary to preserve the Queen's and the Department wharves from becoming dangerous, and a small amount this year has again been spent for that purpose.

COAST SERVICE, LIGHTHOUSES, LIGHTSHIPS, FOG-SIGNALS, PROVISION DEPÔTS BUOYS AND
BEACONS ABOVE AND BELOW QUEBEC.

I personally visited some of the stations in my district this season, and made such improvements as appeared necessary.

Owing to the great care required in placing the reflectors of range lights in perfect line with each other, the smallest defect is noticed by the pilots of passing boats, and at once reported to me.

To meet the views of this Department in making the navigation of the St. Lawrence as safe as possible, prompt action is taken to rectify all complaints, of whatever nature and kind, as soon as made known.

No. 2 Lake St. Peter Lightship has been thoroughly repaired, and will last for 20 or 30 years.

The two towers on the wharf at Montreal have been repaired, with a view to their lasting two or three years longer.

From personal inspection, I should think them perfectly serviceable for that length of time, when I believe it is the intention of the Department to put up new iron frames, removable at the end of the season, to be replaced again on the opening of navigation.

From Quebec outwards no important changes in the lights have taken place.

A new Upper Traverse Lightship has been built under contract, by Mr. J. M. Oliver, for \$1,200. She is a first-class vessel, and went to her station on the 16th April, 1878.

The old vessel, after being stripped of all that could be useful, was sold at public auction to the highest bidder, Mr. D. R. McLeod, for \$610.

A new revolving lighthouse has been erected at Greenly Island, Labrador, Straits of Belleisle, and was put in operation on the 13th August, 1878.

The steam whistle at Cape Ray has been removed and put in operation at Forteau, on the 8th August, 1878.

The new steam fog-horn at Cape Ray has not proved reliable, and notice to mariners has been issued to that effect.

The fog-gun formerly used at Forteau, has been removed to Greenly Island, and was put in operation on the 13th August, 1878.

Captain Thomas Connell, an intelligent, zealous and efficient officer, in command of the Manicouagan Lightship, accidentally shot himself upon his return from shooting seals, near his vessel, on the 9th of November last, and has been replaced by Captain Regis Leblanc, who has given every satisfaction since appointed.

Ten range lights at five points on Lake Memphremagog have been erected this season for the advantage of the navigation on that Lake, and will be put in operation at an early period.

A Committee of Enquiry at Ottawa, I believe, has fully established the great importance of telegraphic communication with Anticosti and the Magdalen Islands, and when connected with the south and portions of the north shores, would prove of eminent service to navigation, and its success is looked forward to by the shipping interest with great anxiety, and this year some advancement towards that end has been made by further extension of the line by the Montreal Telegraph Company as far as Fox River, County of Gaspé, thereby affording several more reporting Stations from Cape Rosier upwards.

The Fisheries Protection Service coming under my supervision, is the carrying out of orders I may receive from time to time, and the expenditure of the vessel employed on that duty, &c.

The Fish Breeding Establishments in this District also demand such attention as I may be called to exercise therewith from time to time by the Fisheries Branch of the Department.

Shipwrecked mariners belonging to British registered vessels are at the charge of the British Board of Trade, and are attended to by the Shipping Master. Those of foreign vessels are looked after by their respective countries' Consuls.

The shipping of seamen is conducted by Shipping Master Mr. B. Trudel and Assistant Mr. William Miller.

A large stock of coal, with oil and other necessary articles, are kept at Gaspé Basin, in charge of Mr. Joseph Eden, sub-Agent, to meet any demands in that neighbourhood and the Gulf.

Mr. Fox, Collector of Customs, Magdalen Islands; Mr. Bellefeuille, Harbour-Master, Sorel; and Captain Jones, St. Johns, Province of Quebec, have also willingly complied with any request I have made them, tending to further the interests of navigation and the service generally of this Agency.

The oil furnished by Messrs. Fitzgerald & Co., London, Ontario, has continued to maintain its reputation for illuminating quality and durability.

The lamps and reflectors obtained from Mr. Chanteloup, of Montreal, are powerful, as well as being of the most modern and improved description.

The powder for the signal guns of Canadian manufacture, and now supplied direct from the Hamilton Powder Company has proved of excellent quality, and cost much less than that purchased from the Imperial Government.

The duties this Agency is called upon to perform in connection with the coast lighthouses, fog-whistles, provisions dépôts, buoys, beacons, Dominion steamers, shipwrecked mariners, enquiries into the cause of wrecks, river police, Dominion vessel for the protection of the fisheries, fish-breeding establishments, etc., keep myself and staff fully employed summer and winter.

I beg to offer you many thanks for the continued courtesy and confidence exhibited by you and your efficient deputy, the manifestation of which has greatly assisted me in the multifarious duties I am called upon to perform. I am also indebted to the officers under my control for the prompt and willing manner in which they have aided me in carrying out your instructions.

The amount expended by the Agency during the past year for the under-mentioned services, were as follows (details of which are given in the Appendix to this Report):

BUOYS.

There are 74 buoys in this district; they are situated between Rod Island and Cap Santé, in the Rivers St. Lawrence, Chicoutimi and Saguenay, the Magdalen Islands, Gaspé and Baie des Chaleur.

In the River St. Lawrence they are frequently displaced or injured by passing vessels, necessitating constant supervision, and several trips have been made by one of the Dominion steamers to put them in order when information has reached this Agency relative to their derangement.

In the River St. Lawrence all the black buoys are on the south side of the channel, except those at Beaujeu's Patch and White Island, which can be passed on either side.

The one at Vache's Point, near the Saguenay, is on Vache Patch, and can be passed on either side. The red buoys are all placed on the north side of the channel; white and chequered buoys indicate rocks or ends of shoals, and can be passed on either side, except the white and chequered buoys of the Saguenay, which must be passed to the north.

Green buoys indicate sunken wrecks. One extra chequered buoy has been placed at Gaspé to mark the ballast ground. A black buoy has been placed on the patch lately discovered three-quarters of a mile off Crane Island; it is anchored in three fathoms of water. Crane Island Lighthouse bearing N. by E. $\frac{1}{2}$ E.

A black buoy has also been placed at Berthier; one extra black buoy has also been placed at Magdalen Islands, another at Paspebiac, Baie des Chaleur and Gaspé for the convenience of passenger steamers; also a black buoy at Fox River, to indicate entrance to the harbour; another black buoy has been placed at Cock Point.

about five miles below Father Point, to indicate the Point, and has painted on it in white letters the words "Cock Point."

Three extra black buoys have been placed this season at Matane River—two spar buoys to indicate the channel in the river, and one can buoy on the edge of the bank outside the river, in five fathoms of water—Matane Church bearing south, and the lighthouse south-west, and "Matane Buoy" painted in white on the head.

There are also three other buoys at New Richmond Bay, Baie des Chaleur, viz.: One black buoy to westward of ballast grounds, one red buoy eastward of the harbour, and one white buoy at the entrance to the harbour.

Eleven new can buoys were sent last spring to Chicoutimi to replace the old barrel buoys. I personally visited these buoys in charge of Mr. Montgomery, and found them all in good order.

The buoys and lights near Chicoutimi are attended to this season by Mr. Wm. Warren, of Chicoutimi.

BEACONS.

This Agency has 54 beacons under its supervision. Those on the River St. Lawrence act as bearings to station buoys, and as marks to vessels leading up and down the channel.

Owing to the general unevenness of the coast upon the Island of Anticosti, and also between Cape Chatte and Cape Rosier, the beacons upon these localities are intended to enable vessels to recognize their position. The two on the Labrador shore also distinguishing points on the coast, and mark the entrance to Bonne Esperance and Coacoachoo Bay, both excellent harbours of refuge. The beacon upon Lark Islet has been removed, the lighthouse answering its purpose.

They are reported in good order, and distributed as follows, viz. :—

- 1 at St. Vallier,
- 11 at Crane Island,
- 2 at Goose Island,
- 1 at Wood Pillar,
- 1 at St. John's Point,
- 4 at St. Rochs,
- 2 at Grand Island, Kamouraska.
- 2 at Hare Island,
- 1 at Cacouna,
- 2 at Green Island,
- 2 at Red Island,
- 3 in the Saguenay,
- 3 at Bic Island,
- 2 at St. Fabien,
- 4 at Anticosti, south side,
- 3 at Anticosti, north side,
- 2 at Labrador Coast,
- 5 between Cape Chatte and Cape Rosier,
- 2 at St. François, Island of Orleans,
- 1 at Cape Rouge, Montée du Lac.

WRECKS and Casualties reported by this Agency.

Date Reported.	Rig.	Name.	Casualty.	Locality.
1876.				
Aug. 20.....	Brig.....	Mary Allan.....	Collision ..	Off St. Charles River.
"	Bark.....	Frank	do	Grand Banks.
Sept. 12.....	Steamship.....	Flamborough... ..	Stranded ..	Bonaventure Island.
October	Schooner	W	do	St. Lawrence Point.
Nov. 17	Steamship	Polino	do	Lake St. Peter.
"	Steamer	North	Burnt	At Levis.
"	Bark	Gustav	Stranded ..	River Blanche.
Dec. 4.....	Schooner	Santa Cruz	Collision ..	Off Bellechasse.
" 4.....	Tug	Assametquagan ..	do	St. Charles River.
" 2.....	Schooner.....	Floride	Foundered ..	40 miles S. E. Scattarie.
"	do	Job Johnson.....	Collision ..	Grand Banks.
1877.				
March 12....	Tug	Voyageur.....	Stranded..	Platon Wharf.
July 11.....	Schooner	Marie Almida	do	St. Peter's Point.
Sept. 18....	Bark	British Lion	do	Heath Point.
Oct. 10.....	Tug	Contest.....	do	N. W. Reef Bic.
" 10.....	Steamer	Saguenay	do	Chicoutimi, Saguenay.
" 10.....	do	Bienvenu.....	do	Point Pavillion.
" 11.....	Bark	Marion	do	Traverse.
" 18.....	Schooner.....	Marie Olivia	Collision ..	Port St. Francis.
" 23.....	do	Hudson	do	Off Commissioners' Wharf.
" 24.....	Ship	Glenhaven.....	Stranded ..	Mille Vaches.
" 24.....	Steamship.....	Gamma.....	Collision ..	Off Queen's Wharf.
" 30.....	Bark	Anna.....	Stranded ..	St. Thomas.
" 30.....	do	R. W. Merriam.....	Collision ..	Cap Santé.
" 30.....	do	Proteus	Stranded ..	St. Roch's Shoal.
Nov. 1.....	do	Amicus	Collision ..	Off Queen's Wharf.
" 1.....	Ship.....	Pride of England ..	Fire	Cape of Good Hope.
" 3.....	Bark	Mary Fry	Stranded ..	Lower Traverse.
" 8.....	Brigantine.....	St. Francis.....	Collision ..	St. Lawrence Point.
" 8.....	Schooner.....	P. Fortin.....	Stranded ..	Green Island.
" 9.....	Brigantine.....	Beaver	do	Gut of Canso.
" 10.....	Steamship.....	Hadji	do	Cape Traverse, P.E.I.
" 13.....	Brigantine.....	Little Annie	Sprung a leak ..	At Sea.
" 14.....	do	Alhambra	Collision ..	East End Green Island.
" 14.....	Ship	Dunsyre	do	Commissioners' Wharf.
" 14.....	Barkentine	City of Green Bay ..	do	Brandy Pots.
" 15.....	Bark	Liverpool	Stranded ..	S. E. Reef of Bic.
" 16.....	Brigantine.....	America.....	Collision ..	Quebec Harbour.
" 21.....	Schooner.....	Thistle	Stranded ..	St. Anne's Flats.
" 23.....	do	Marie Louise.....	Collision ..	Point St. Lawrence.
" 23.....	Steamship.....	Stephenson.....	Stranded ..	Windmill Pt., Montreal.
" 21.....	do	Emberige	do	Kamouraska Island.
" 24.....	Bark	Adelheim	Collision ..	Brandy Pots.
" 24.....	do	Mary Lawton	do	Sillery Cove.
" 26.....	Steamship	Lake Champlain	do	Cape St. Charles.
" 26.....	Schooner.....	J. Walters	do	do
" 27.....	Bark	Vicksburg	do	Sillery Cove.
" 27.....	Schooner.....	Marie Ergellie	Stranded ..	In the Richelieu.
" 27.....	Bark	Hallenside	Collision ..	Quebec Harbour.
" 27.....	Ship.....	M. & E. Cox	do	do
" 27.....	Bark	Vanguard	Stranded ..	Matane River.
" 27.....	Ship	Advance	Collision ..	Quebec Harbour.
" 30.....	Tug	Anglesea	Stranded ..	Point Platon.
Dec. 3.....	Barkentine	Viola	Collision ..	Quebec Harbour.
"	Schooner.....	M. Henriette.....	Put back ..	30 miles S. W. 7 Islands.
" 4.....	do	Four Brothers.....	Collision ..	Harbour, Quebec.
" 5.....	Bark	Nydia.....	do	Lat. 46.4 N. Long. 46.10 W
" 11.....	Schooner.....	Alphonsine	Stranded ..	Bic.

WRECKS and Casualties reported by this Agency.—Continued.

Date Reported.	Rig.	Name.	Casualty.	Locality.
1877.				
Dec. 12.....	Steamship.....	Glenrium	Collision	Indian Cove.
" 14.....	Ship	Royal Charter.....	Stranded.....	Ab't 15 m. below Montreal.
" 13.....	Bark	The Kildare.....	do	Hall's Booms.
" 17.....	Brigantine.....	Amelie Ann.....	Foundered.....	Lat. 41.30 N. Long. 52 O.W.
" 17.....	Bark.....	Matilde Octavie.....	Collision	Cape Town.
" 17.....	do	Cameo.....	Stranded.....	Pavillion River.
" 19.....	do	Goldfinder	Collision	Crawford's Wharf Quebec.
" 20.....	do	Northumbria.....	Stranded.....	Martin Bay, Anticosti.
" 20.....	Schooner.....	Glenfannon.....	do	S.W. Point, Anticosti.
" 21.....	Steamship	Rosend Castle.....	Touched ground.....	Champlain River.
" 22.....	Schooner	Marie Reformiste.....	Collision	Wharf, Quebec.
" 22.....	Bark.....	Frederickshald.....	do	Brandy Pots.
" 22.....	Schooner	St. Joseph.....	do	Off Bellechasse.
" 24.....	Bark	Ida	Stranded.....	Portneuf Shoal.
" 26.....	do	British Lion.....	Collision	Ballast Ground, Quebec.
" 26.....	Steamship	Lake Nepigon.....	do	Commrs.' Wharf, Quebec.
" 29.....	Bark	Ida	do	Ballast Ground, Quebec.
1878.				
Jan. 7.....	Bark	Lake Megantic.....	do	Harbour, Quebec.
" 12.....	Brig	Neptunus.....	do	Lampson's Booms, Quebec.
Feb. 1.....	Steamship.....	Hadji	do	Off Bellechasse.
" 15.....	Bark	Lorraine	Pumps choked.....	Off Rimouski.
" 21.....	Ship.....	Dunsyre	Stranded.....	Point St. Vallière.
" 21.....	Bark	Madras	do	Green Island.
" 21.....	do	Marion	do	Norman Cape, Nfld.
" 21.....	do	Chas. Northcote.....	do	White Island Reef.
" 21.....	Steamship	Flamborough.....	do	Hellgate, New York.
May 8.....	Bark.....	Adriatic	do	Anticosti.
" 9.....	do	Marco Polo.....	Collision	At Sea.
" 13.....	Steamship.....	Napoleon III.....	do	At Quebec.
" 20.....	Bark.....	Matador	Stranded.....	Green Island.
" 27.....	do	Canada	do	White Island.
June 3.....	do	Schelde	Collision	Indian Cove.
" 6.....	do	Commodore.....	do	do
" 14.....	do	John Abbott.....	do	Point St. Lawrence.
" 17.....	Ship.....	Royalist	Fire	At Sea.
" 18.....	Ship.....	Enoch Train.....	Collision	Labrador Coast.
" 18.....	Bark	Maxwell.....	Sprung a leak.....	At Sea.

LIFE BOATS.

Life-boats or canoes have been stationed at eight different points below Quebec—one being added to the list this season, and stationed at Rimouski. These canoes are built upon the same principle as those employed by ferrymen in crossing at Quebec when the river is full of ice.

They are sheathed with iron for protection against the ice, and provided with twelve paddles. They should carry about thirty men each.

In the event of disasters similar to those of November, 1871, when several valuable ships were cut and sunk by the ice, the crews frostbitten and very nearly lost, these life canoes could reach them when no row boat could make its way through the ice. They are so stationed as to be able to concentrate at any point, and are in charge of competent keepers, distributed thus:—

L'Islet, in charge of Mr. J. B. Dussault.		
St. Jean, Port Joli, in charge of D. Babin.		
Rivière Ouelle	do	A. Casgrain.
Crane Island	do	A. Marois.
Murray Bay	do	J. Tremblay.
Kamouraska	do	R. LeBlanc.
Ste. Anne	do	P. Lafrance.
Trois Pistoles	do	D. Damour.
Rimouski	do	R. Chamard.

The district under the supervision of this Agency commences at the Straits of Belle Isle, Newfoundland, and takes in the North Shore of Newfoundland, Labrador, Anticosti Island, Magdalen Islands, Baie des Chaleurs, Gaspé Coast, both sides of the River St. Lawrence, to Quebec and Montreal, as well as the lighthouses at the outlet of Lake Champlain, the Richelieu River, between St. John and the Boundary Line. A description of the lights in this district is given in the "List of Lights on the Coasts, Rivers and Lakes in the Dominion of Canada," Supplement No. 1 to the Annual Report for the current fiscal year, and, taken with the other matters connected with this section, comprises

137 Fixed and revolving lights,
8 Light-ships,
7 Steam fog-whistles,
8 Fog-guns,
77 Buoys,
54 Beacons,
8 Provision dépôts.

I would respectfully recommend that all persons hereafter appointed keepers of revolving lights, be obliged, as a condition of their appointment, to come to this Agency several days before taking charge, so that they may be properly instructed in the nature of their functions, and the means to be taken to remedy any ordinary defects.

By the adoption of this course, simple pieces of machinery that may become temporarily out of order can be rectified without the expense consequent upon having to send a mechanic specially for the purpose.

Total expenditure for fiscal year, ending 30th June, 1878:—

Maintenance of lights below Quebec.....	\$95,464 60
" " above "	15,996 09
Construction of lights below Quebec.....	9,261 47
River police.....	23,498 06
Steamers	44,942 61
" Lady Head"	18,567 11
Fish-breeding	699 43
	<hr/>
	\$208,429 37

I have the honor to be,
Sir, Your obedient servant,

J. U. GREGORY,
Agent of the Department of Marine and Fisheries at Quebec.

SPECIAL REPORT.

QUEBEC, 19th August, 1878.

SIR,—According to your orders I left Quebec on 3rd, July, on board the Dominion steamship "Napoleon III," with lighthouse supplies and provisions for the stations in the Gulf of St. Lawrence. I have inspected the lights, buildings, provision depôts, engines and boilers of the steam fog-whistles, and revolving gear of the lights; tested them and put all in first-class order.

I have taken the steam fog-whistle from Cape Ray, Newfoundland, over to Forteau Lighthouse, Straits of Bello Isle, and put it in operation there; also changed the fog-gun from Forteau to Greenly Island, Straits of Belle Isle, and put it in operation there.

The new revolving light on Greenly Island has also been put in operation and is in good working order.

I am, Sir,
Yours, &c.,

(Signed) WILLIAM BARBOUR,
Inspecting Engineer.

J. U. GREGORY Esq.,
Agent Department Marine and Fisheries, Quebec.

Statement shewing the present condition of Lighthouses, Provision Depôts, Fog-gun Stations, Buoys, Beacons and Steam Fog-Signals in the Gulf and River St. Lawrence from Belle Isle to Montreal Harbour, including the Islands of Anticosti and Magdalen, Baie des Chaleurs and River Richelieu, at the outlet of Lake Champlain.

Visit of the steamship "Napoleon III" with Light-house and other supplies for Stations below Quebec. Left Quebec May 28th, 1878, at 3 p.m., in place of "Druid" otherwise employed.

BELLE ISLE LIGHTHOUSE, NEWFOUNDLAND, STRAITS OF BELLE ISLE, PROVISION DEPÔT AND FOG-GUN STATION.

Lat. 51° 53' 0" N.; Long. 55° 22' 15" W.

(MARTIN COLTIN, *Keeper.*)

A first order dioptric fixed white light, five mammoth flat-wick burner lamps, lipped chimneys. Iron lantern. Size of glass, 24 x 28½, 23½ x 28½, 27 x 28½ x ¾-inch thick; size of lantern, 12 feet; size of gallery, 20 feet; size of base, 20 feet; height of tower, base to vane, 62 feet; height of tower, base to centre of lamp, 56 feet: consumes about 220 gallons of oil per season.

August 12th.—Arrived and landed stores; inspected the lights, fog-gun and provision depôt; found all in good order, with full supplies on hand; the fog-gun will require a new vent this fall.

The lighthouse and dwelling have been painted this spring, and the lantern repaired and put in good order.

The fog-gun is fired every hour during fogs and snow storms, and consumes about 2,000 lbs. of powder per season, together with a proportionate number of friction tubes and cartridges. A horse is furnished the keeper to draw supplies, water and fuel.

Description of Lighthouse and Number of Buildings at this Station.

The lighthouse is a circular stone building, clapboarded, and painted white, with a red roof. In connection with it there are also ten other buildings, comprising:—

- One powder magazine, built of fire brick ;
- One oil shed, built of wood and painted white, with a red roof ;
- One fog-gun house, built of wood and painted white ;
- One stable, built of wood and painted white ;
- Two small store sheds, built of wood and painted white.

One dwelling-house, built of fire brick ;

One store shed, built of wood and painted white, and situated at the landing stage;

One house of refuge for shipwrecked mariners, built of wood and painted white, and situated half-way between the landing stage and the lighthouse ;

One provision depôt also for the use of shipwrecked mariners, built of wood and painted white, and is supplied with 15 barrels of flour, seven barrels of pork, five barrels of peas, sugar and tea, 12 each of pea jackets, pants, drawers, socks, caps, comforters, flannel shirts, mittens, boots, six pair of snow shoes and moccasins, 12 blankets and two cases of preserved meats. These are renewed as occasion requires. The keeper is furnished with a horse to draw fuel, water and supplies. The provisions were inspected and a renewal of the provisions found to be necessary, which will be done this fall.

REPORT OF ICE IN THE STRAITS OF BELLE ISLE, 1877-1878.

November 5th, 1877.—Steamship "Peruvian" outward at 4 p.m.

November 11th.—Steamship "Manitoban" inward at noon; last steamer seen this fall.

December 29th.—A small quantity of ice drove out from north east to westward of the Island.

December 31st.—A good deal of ice in the Straits to the westward of the Island ; very little to east.

January 7th, 1878.—Fresh breeze from the west during the past week, driving all the ice out to sea.

January 15th.—Straits covered with slab ice.

January 20th.—Slab ice driving out.

January 25th.—Slab ice scattered in the Straits, but very thin.

January 28th.—Large sheets of frozen slab ice in the Straits.

January 31st.—Very little ice in the Straits.

February 5th.—A good deal of ice driven out from north-east ; heaviest ice that has been in the Straits this winter to date ; also 11 icebergs.

February 10th.—All the heavy ice and icebergs driven out to sea by the late west wind.

February 18th.—Very little ice in the Straits.

February 19th and 20th.—Strong breeze from north ; a good deal of ice drove out.

February 27th.—Very little ice in the Straits ; all the heavy ice driven out to sea.

March 2nd.—Thermometer 15 below zero ; Straits covered with slab ice.

March 7th.—Clear water from here to south shore ; some ice to west, mostly slab ice ; a good deal of open water amongst it ; about 13 miles to east there appears to be heavy ice from east to S.S.E., but to south, as far as can be seen, is open water.

March 11th and 12th.—Strong gales from N.N.W. ; a good deal of ice drove out ; more ice in the Straits than has been at any time this winter ; greatly broken up by heavy swell through it, from late gale.

March 14th.—Straits covered with heavy and slab ice ; no clear water to be seen ; up to this date there was no ice in the Straits that would impede a steamer constructed for winter navigation to pass through the Straits.

March 19th.—No clear water to be seen; a great quantity of ice in the Straits.

March 26th.—Clear water from Cape Norman to about seven miles east of Cape Bauld.

March 28th.—Six steamers in sight to south east, seal hunting.

March 30.—A large quantity of ice to east and south east; nine steamers amongst it, making very little way through.

March 31st to April 7th.—Strong gale of E.N.E. wind; all the ice drove up the Straits; very heavy sea from east; all the ice batture around the Island washed away.

April 15th.—Some ice out between here and north shore; heavy sea amongst it.

April 18th.—Steamship "Lion" and "Walrus" in the Straits seal hunting.

April 19th.—Steamers "Falcon," "Arctic," "Ranger" and "Commodore," second trip. Captain Jackman reports eleven of the steamers jammed in the ice to the south since the 31st March; also that the steamer "Micmac," late "City of Halifax," formerly of the Inman Line, had been stove in by the ice and lost; amount of seals on board, 1,100. Captain Jackman has furnished me with the following amount of seals taken to date:

Steamers:—"Falcon," 21,900; "Walrus," 6,700; "Bear," 14,000; "Iceland," 13,000; "Eagle," 15,000; "Ranger," 12,000; "Commodore," 12,000; "*Kite," 8,000; "*Neptune," 7,500; "*Merlin," 5,000; "*Woolf," 16,000; "*Vanguard," 1,000; "*Mastiff," 8,000; "*Proteus," 1,900.

Dundee steamers:—"Arctic," 33,000; "*Nanwhan," 800; "*Esquimaux," 1,900.

Sailing vessels:—"Mr. Donnelly," 2,200; "Ariel," 2,500; "Peerless," 2,400; "Rosina," 2,000; "Gem," 1,700; and steamers "Leopard" and "Tiger" from the Gulf with full loads; and it is reported that 100,000 seals have been landed by the inhabitants of Green Bay.

April 19th to 21st.—Very little ice in the Straits, a good deal to east; several steamers and two sailing vessels in the Straits; steamship "Proteus" and "Mastiff," 2nd trip. Captains landed to get information of the ice and seals; those two steamers were blocked for three weeks, in company with the steamers marked thus * in the Report. Captain Wilcox reports the loss of the "Micmac," and a great many sailing vessels, in the gale which occurred during the first week of the present month; ice scattered through the Straits.

May 16th.—A good deal of ice to east, outer edge of ice, about 16 miles to east; very little ice to west.

May 19th.—Steamship "Proteus" bound south; scattered ice to east.

May 21st.—Straits clear of ice; 56 icebergs; one French brig going into Quirpon.

May 24th.—One brig and one schooner to south.

June 21st.—One Newfoundland steamship bound west.

June 7th, 1.30 p.m.—Heard a gun and whistle; strong breeze, rain, thick fog; answered by firing two guns in succession; received answer, three blasts of whistle and gun; supposed to be mail steamer inwards.

June 8th, 4 p.m.—One bark outwards; 6 p.m., one barkentine-rigged steamer, black funnel, with white belt, inward bound.

(Signed)

MICHAEL COLTON,

Belle Isle Lighthouse.

CAPE NORMAN LIGHTHOUSE, STRAITS OF BELLE IS.-E.

Lat. 51° 38' 0" N.; Long. 55° 53' 40" W.

(HENRY LOCKE, *Keeper.*)

A white revolving catoptric flash light every two minutes; six No. 1 circular-wick lamps. Iron lantern. Size of reflectors, 20 x 12 inches deep; size of glass 60 x 28½ x ½-inch; size of lantern, 9 feet; size of gallery, 17 feet; size of base, 17 feet; height of tower, base to vane, 40 feet; height of tower, base to centre of lamp, 36 feet: consumes about 450 gallons of oil per season.

August 12th.—Arrived and landed stores, &c. Inspected lights, revolving gear, &c., and found all in good order,

Description of Lighthouse and number of Buildings at this Station.

The lighthouse is a hexagonal wooden building, painted white, and with a red roof.

There are also four other buildings, comprising one dwelling-house, built of wood and painted white, with a red roof;

One store shed, built of wood and painted white, with a red roof;

One oil shed, built of wood, and painted red;

One store shed, built of wood, and painted red, situated at the landing, about one-half mile from the lighthouse.

FORTEAU LIGHTHOUSE, AND STEAM FOG-WHISTLE STATION, AMOUR POINT, LABRADOR.

Lat. 51° 27' 35" N.; Long. 56° 50' 55" W.

(P. GODIER, *Keeper.*)

A fixed white dioptric light, second order; five mammoth flat-wick lamps, lipped chimneys. Iron lantern. Size of glass, 32½ x 35, 32½ x 31½, 32½ x 27½ x ¾-inch; size of lantern, 10 feet 3 inches; size of gallery, 20 feet; size of base, 25 feet 6 inches; height of tower, base to vane, 109 feet; height of tower, base to centre of lamp, 99 feet: consumes about 200 gallons of oil per season.

The fog gun is fired every hour during fog and snow-storms, and consumes about 1,500 pounds of powder every season, with a proportionate quantity of cartridges and friction-tubes. The keeper is furnished with a horse, for the purpose of drawing water, fuel, &c.

August 3rd.—Arrived, landed stores, inspected lights, etc.; found all in good order; landed engines, boiler and fog-whistle; had them taken up to the new engine-house and placed in proper position; left two men to put them together until my return from Belle Isle, when I would put them in operation, and take the fog-gun over to Greenly Island, and put it in operation at that Station. According to orders told the keeper to have the gun fired every half-hour instead of every hour.

August 8th.—Got fog-whistle put up and in proper working order and in operation; at 2.15 p.m., weather thick; this whistle gives 10 seconds blast and 50 seconds silent every minute, and will be blown during fogs and snow-storms from this date. The fog-whistle house at this Station is not completed, owing to a good deal of time being lost on account of bad weather; landing material; left carpenters till the fall trip to have the work finished. At 3 p.m., took fog-gun on board for Greenly Island.

Description of Lighthouse and number of Buildings at this Station.

The lighthouse is a circular stone building, clapboarded, and painted white, and with a red roof. In connection, there are also seven other buildings, consisting of

One dwelling-house, built of fire-brick, with a red roof;

One fog-gun house, built of wood and painted white;

One powder magazine, built of fire-brick, with a zinc roof;

One oil shed, built of wood and painted white;
 One stable, built of wood and painted white;
 Two store-sheds, built of wood and painted white.
 A horse is furnished the keeper, to draw supplies, fuel, &c.

SPECIAL REPORT.

QUEBEC, 19th August, 1878.

SIR,—According to orders received from you, I have put the following into operation.

August 8th.—At Forteau Lighthouse, Straits of Belle Isle, put steam fog-whistle into operation at 2.15 p.m.; thick fog. This whistle is blown in thick and foggy weather and snowstorms, 10 seconds blast in each minute, leaving an interval of 50 seconds in each minute.

August 9th.—At Greenly Island Lighthouse, Straits of Belle Isle, a revolving white, red and white light; this light will be seen in clear weather at 20 miles; a very strong light.

August 13th.—At this Station the fog-gun was put into operation, and is to be fired every half-hour during fogs and snow storms.

I am, Sir,
 Yours, &c.,

(Signed) WILLIAM BARBOUR,
Inspecting Engineer.

J. U. GREGORY, Esq.,
 Agent Department Marine and Fisheries, Quebec.

GREENLY ISLAND LIGHTHOUSE AND FOG-GUN STATION.

Lat. 51° 22' 35" N. Long. 57° 10' 50" W.

(LOUIS COUILLARD DE BEAUMONT, *Keeper.*)

The light is a revolving catoptric light; 9 silver patent lamps, arranged as follows:—To show a white light half a minute; to show a red light half a minute; to show a white light half a minute; to be eclipsed one and a half minutes; thus completing a revolution in three minutes; iron lantern. Size of reflectors, 24½ x 19 inches deep; glass, 40 x 30 x ¾ inches; ruby glass, 26½ x 25½ inches; lantern, 13 feet; gallery, 21 feet; base, ——— height of tower, base to vane, 78 feet; height of tower base to centre of lamp, 72 feet.

The light is elevated 100 feet above high-water-mark, and, in clear weather, should be seen fifteen miles from all points of approach.

N.B.—A gun is ordered to be fired at this Station every half hour during fogs and snow storms throughout the season of navigation.

August 9th.—Arrived and landed the keeper and his family, also fog-gun, and put the light in operation. I had a great deal of trouble in getting the gear into good working order, owing to its having been badly put up and much bruised. The contractors and men were there at work, and will not be finished until the fall, if even then; the carpenters and masons work is well done as far as they have gone. The iron lantern is strong but very badly put up; it is a great mistake to have joiners and carpenters to put up such lanterns, they have not tools for the work, and are not accustomed to iron work. The manufacturer should send a proper mechanic, which would be more satisfactory.

Description of Buildings at this Station.

The building is of wood, painted fawn color, and consists of an octagonal tower, with keeper's dwelling attached, also:—

One store house, at landing, built of wood, whitewashed;

One store house and oil store, and stable combined, built of wood, stone colour;

One gun-house, built of wood, whitewashed;

One powder magazine, built of wood, covered with zinc.

August 13th.—Left at 6 p.m.; at 7.30 p.m., light showing well; at 8.15 p.m., distance by patent log 22 miles, lost sight of it.

POINT RICH LIGHTHOUSE, NEWFOUNDLAND.

Lat. 50° 41' 50" N.; Long. 57° 27' 40" W.

(E. Roy, *Keeper.*)

A white catoptric revolving flash light every fifteen seconds; twelve No. 1 circular-wick lamps. Iron lamp. Size of reflectors, 20 x 12 inches deep; size of glass, 60 x 28 x $\frac{1}{2}$ inches; size of lantern, 9 feet; size of gallery, 17 feet; size of base, 17 feet; height of tower, base to vane, 40 feet; height of tower, base to centre of lamp, 36 feet: consumes about 900 gallons of oil per season.

August 2nd.—Landed stores, inspected lights, revolving gear and fog-horn, and found all in good order, except a wheel of revolving gear broken, also one on fog-horn; put two new ones in and brought away old ones for patterns.

Description of Lighthouse and number of Buildings at this Station.

The lighthouse is a hexagonal wooden building, and painted white, with a red roof. In connection with it there are also four other buildings, consisting of:—

One dwelling-house, built of wood, painted white, with a red roof;

One oil shed, built of wood, painted white, with a red roof;

One stable, built of wood, and painted white;

One store shed at landing stage, built of wood and painted red.

CAPE RAY LIGHTHOUSE AND STEAM FOG WHISTLE, NEWFOUNDLAND.

Lat. 47° 37' 0" N.; Long. 59° 18' 0" W.

(R. RENNIE, *Keeper.*)

A revolving flash catoptric white light, which flashes every ten seconds; twelve No. 1 circular-wick lamps. Iron Lantern. Size of reflectors, 20 x 12 inches deep; size of glass, 10 x 28 x $\frac{1}{2}$ inches; size of lantern, 9 feet; size of gallery, 17 feet; size of base, 17 feet; height of tower from base to vane, 41 feet; height of tower to centre of lamp, 36 feet: consumes about 900 gallons of oil per season.

July 31st.—Landed stores, inspected lights, revolving gear and fog-horn; found all in good order. The fog-horn has not worked well for some time; at first when it was put up it sounded well, but at present it cannot be heard except at a short distance. The principle is not good, and I would recommend that a new one of a larger size be put there as soon as possible, of an approved description; took on board the engines and boiler of the old fog-whistle for Forteau.

Description of Lighthouse and number of Buildings at this Station.

The lighthouse is a hexagonal wooden building, painted white, with a red roof. In connection with it there are six other buildings, comprising:—

- One dwelling-house, built of wood, painted white, with a red roof;
 - One oil shed, built of wood, painted white, with a red roof;
 - One stable, built of wood, painted white, with a red roof;
 - One store shed, at the landing, built of wood, painted white, with a red roof;
 - One building of wood, painted white, with a red roof, containing the fog-whistle, engine and boiler, with coal shed attached;
 - One new building, containing new fog-horn.
-

BIRD ROCKS LIGHTHOUSE, PROVISION DEPÔT AND FOG-GUN STATION, MAGDALEN ISLANDS.

Lat. 47° 50' 40" N.; Long. 61° 8' 20" W.

(PETER WHALEN, *Keeper.*)

Fixed white fourth order dioptric light; one mammoth circular-wick lamp. Iron lantern. Size of glass, $32\frac{1}{2} \times 27\frac{1}{2}$, $32\frac{1}{2} \times 31\frac{1}{2}$, $32\frac{1}{2} \times 17\frac{1}{2} \times \frac{3}{8}$ inches; size of lantern, 10 feet; size of gallery, 18 feet; size of base, 20 feet; height of tower from base to vane, 50 feet; height of tower base to centre of lamp, 44 feet: consumes about 180 gallons of oil per season. The fog-gun is fired every hour during fogs and snow storms, expending about 2,000 lbs. of powder, and a proportionate number of cartridges and friction-tubes during the season.

July 7th.—Landed one boat load; surf too heavy; had to wait until 10th July at 8 a.m., when we landed stores, &c; inspected provision depôt, lights and fog-gun; found vent of gun too large; put new one in; depôt had full supplies; there is no clothing at this Station; on examining the rock on the east side, found a large piece had fallen down and broken the lower ladder; the top part also is not safe; will require to send down two men next spring, and have a new landing blasted for getting up.

The keeper has painted and repaired the light, and put it in good order; he has also built a new storehouse and forge and done them well. We were about 15 hours with eight men at the crane, taking up the stores and fuel.

I would recommend that a donkey engine, the same as we have on the wharf for taking coals out of ships, be put on the Bird Rocks; it would be a great saving of time and labour, and two barrels of water could be on hand for the boiler when the steamer arrives. With such an engine on the rock, it might be a saving of four or five days' time to the steamer.

A new gun-house will be required next spring.

Description of Lighthouse and number of Buildings at this Station.

The lighthouse is a hexagonal wooden building, painted white, with a red roof. In connection with it there are six other buildings, consisting of:—

- One dwelling-house, built of wood, painted white, with a red roof;
 - One oil-shed, built of wood, painted white, with a red roof;
 - One gun house, built of wood, painted white, with a red roof;
 - One powder magazine, built of fire-brick, with a zinc roof;
 - One store shed, situated at the landing, built of wood, painted white, with a red roof;
 - One store shed.
- There are also two cranes, one at each landing.

ETANG DU NORD LIGHTHOUSE AND STEAM FOG-WHISTLE, MAGDALEN ISLANDS.

Lat. 47° 23' 30" N; Long. 61° 57' 0" W.

(TIMOTHY O'BRIEN, *Keeper.*)

A revolving white catoptric light; six No. 1 circular-wick lamps. Wooden lantern. Size of reflectors, 20 by 12 inches deep; size of glass, 60 by 29 by $\frac{3}{8}$ inches; size of lantern, 9 feet 3 inches; size of gallery, 15 feet 6 inches; size of base, 19 feet; height of tower, base to vane, 28 feet; height of tower, base to centre of lamp, 24 feet: consumes about 500 gallons of oil per season.

July 11th.—Arrived at Cape Mull; landed stores &c.; went over to lighthouse, inspected lights, engine, and boiler of steam whistle; found all in good order. The lighthouse and dwelling had been painted this spring, and were in good order. On examination I found the shingles on the dwelling will require to be renewed, as the old ones are very bad; left shingles and made arrangements to have repairs done. The keeper was obliged to get men and have the dam cleaned as it was filled with mud and sand, and the feed pipes to the cistern were choked; he also was obliged to get a mason to take part of the foundation down to reach the pipes; all is now in good order.

Description of Lighthouse and number of Buildings at this Station.

The lighthouse and dwelling-house combined is a square wooden building, painted white, with a red roof. In connection with with it, there are also two other buildings, comprising:—

One oil shed, built of wood and painted red;

The fog-whistle house, with coal shed attached, built of wood and painted red.

AMHERST ISLAND LIGHTHOUSE, MAGDALEN ISLANDS.

Lat. 47° 13' 0" N; Long. 61° 58' 0" W.

(WILLIAM CORMIER, *Keeper.*)

A revolving catoptric light, alternately red and white every thirty seconds; four No. 1 circular-wick lamps. Iron lamp. Size of reflectors, 20 by 12 inches deep; size of glass, 60 by 28 $\frac{1}{2}$ by $\frac{3}{8}$ -inches; size of ruby glass, 21 by 20 $\frac{1}{2}$ inches; size of lantern, 9 feet; size of gallery, 14 feet 6 inches; size of base, 17 feet 6 inches; height of tower, base to vane, 54 feet; height of tower, base to centre of lamp, 47 feet: consumes about 400 gallons of oil per season.

July 12th.—Landed stores, also seven spare buoys, at Pleasant Bay, for Amherst Harbour. Drove over to lighthouse, inspected lights, revolving gear &c.; found two lamps and reflectors in very bad order; the keeper said they took fire and burned the reflectors; will require two new reflectors this fall. The lighthouse and dwelling will require two coats of paint next spring. Oil and paint will go down this fall, as arrangements were made to give the buildings two coats, and put in good order for \$25.

Description of Lighthouse and number of Buildings at this Station.

The lighthouse is a hexagonal building, built of wood and painted white, with a red roof. In connecton with it there are also two other buildings, comprising:—

One dwelling-house, built of wood, painted white, with a red roof;

One oil shed, built of wood and painted red.

ENTRY ISLAND LIGHTHOUSE, MAGDALEN ISLANDS.

Lat. $47^{\circ} 16' 30''$ N; Long. $61^{\circ} 41' 0''$ W.(J. CASSIDY, *Keeper.*)

A fixed red catoptric light, six lamps, comprising four No. 1 circular and two mammoth flat-wick lamps. Iron lantern. Size of reflectors, $21\frac{1}{2}$ by 14 inches deep; size of glass, 36 by 28 by $\frac{3}{8}$ inches; size of ruby glass, 21 by $20\frac{1}{2}$ inches; size of lantern, 7 feet 6 inches; size of gallery, 14 feet 6 inches; size of base, 20 feet; height of tower, base to vane, 28 feet; height of tower, base to centre of lamp, 24 feet: consumes about 500 gallons of oil per season.

July 12th.—Landed stores, inspected the lights &c.; found all in good order; the new chimney built last fall is a great improvement, as the house does not now smoke.

Description of Lighthouse and number of Buildings at this Station.

The lighthouse and dwelling-house combined is a square wooden building, painted white, with a red roof, and there is also one oil shed, built of wood and painted red.

In the report for the fiscal year ended on the 30th of June, 1876, it was stated that the Government had not acquired the land at this Station, nor has the acquisition been yet made.

HEATH POINT LIGHTHOUSE AND PROVISION DEPÔT, EAST POINT OF ANTICOSTI.

Lat. $49^{\circ} 5' 20''$ N; Long. $61^{\circ} 42' 30''$ W.(THOMAS GAGNÉ, *Keeper.*)

A fixed white catoptric light; seventeen No. 1 flat-wick lamps; a gun metal lantern. Size of reflectors, $21 \times 8\frac{1}{2}$ inches deep; size of glass, $23 \times 27\frac{1}{2} \times \frac{3}{8}$ inches; size of lantern, 13 feet; size of gallery, 26 feet; size of base, 35 feet; height of tower, base to vane, 90 feet; height of tower, base to centre of lamp, 84 feet: consumes about 400 gallons of oil per season.

The depôt is provisioned with the same amount of supplies as that at Belle Isle Station. A horse is furnished the keeper to draw supplies, fuel, water, &c.

July 7.—Landed stores &c., inspected the lights, provision depôt &c.; found all in good order; full supplies on hand; no provisions or clothing had been delivered since my visit on 23rd September, 1877. As the small boat was damaged last fall, the keeper had it repaired at a cost of \$35.

Description of Lighthouse and number of Buildings attached to this Station.

The lighthouse and dwelling-house combined is a circular stone building, faced and clapboarded, painted white, with a red roof. There are six buildings in connection with it, viz:—

One house of refuge for shipwrecked mariners, built of wood, and painted white

One provision depôt, built of wood, and painted white;

One stable, built of wood, and painted white;

One oil shed, built of wood, and painted white;

One store shed, built of wood, and painted white;

One store shed, situated at the landing, about a half-a-mile from the lighthouse, built of wood, and painted white.

SOUTH POINT LIGHTHOUSE AND PROVISION DEPÔT, ISLAND OF ANTICOSTI, BAGOT'S BLUFF.

Lat. $49^{\circ} 4' 0''$ N; Long. $62^{\circ} 15' 10''$ W.(DAVID TETU, *Keeper.*)

A flash catoptric light every 20 seconds: twelve No. 1 circular lamps. Iron lantern. Size of reflectors 20×12 inches deep; size of glass, $60 \times 28\frac{1}{2} \times \frac{3}{8}$ inches; size of lantern, 9 feet; size of gallery, 15 feet; size of base, 16 feet; height of tower, base to vane, 54 feet; height of tower, base to centre of lamp, 48 feet: consumes about 950-gallons of oil per season.

The fog-whistle is blown, during fogs and snow-storms, ten seconds in each minute. Owing to the proximity of wood the keeper is enabled to supply a large portion of the required fuel.

A house has been furnished him by the Department, and a reasonable amount per cord is allowed for the wood. The supplies furnished in the provision depôt are similar to those furnished to Belle Isle.

July 6th.—Landed stores, inspected lights, engines and boiler of steam fog-whistle, revolving gear, and provision depôt; found all in good order.

The keeper had given to the Islanders some provisions, as they were in a state of starvation during the winter. The dwelling and other buildings required painting; the keeper will have it done when oil and paint are provided. The wharf foundation was cleared and ready for the lumber last fall; there has been nothing done and it has all filled in again from the washing of the sea. The lumber is not there yet.

Description of Lighthouse and number of Buildings at this Station.

The lighthouse is a hexagonal wooden building, painted white, with a red roof. Five other buildings are attached, viz:—

One dwelling-house, built of wood, painted white and with a red roof;

One provision depôt, built of wood, painted white, with a red roof;

One stable, built of wood, painted white, with a red roof;

One fog-alarm house, built of wood, painted white, with a red roof;

One small house, for the use of the assistant keeper, built of wood, and painted white.

ELLIS BAY, ANTICOSTI, PROVISION DEPÔT.

(Captain ROBERT LETTIE, *Keeper.*)

July 5th.—Arrived at 7 a.m., inspected the depôt and found all in good order, with full supplies on hand.

SOUTH-WEST POINT LIGHTHOUSE AND PROVISION DEPÔT, ISLAND OF ANTICOSTI.

Lat. $49^{\circ} 23' 45''$ N; Long. $63^{\circ} 35' 46''$ W.(E. POPE, J.P., *Keeper.*)

A revolving white catoptric light, showing a flash every minute; twenty-one flat-wick lamps and a gun metal lantern; size of reflector, $21 \times 8\frac{1}{2}$ inches deep; size of glass, $27\frac{1}{2} \times 29\frac{1}{2} \times \frac{3}{8}$ inches; size of lantern, 13 feet; size of gallery, 26 feet; size of base, 40 feet; height of tower, from base to vane, 75 feet; height of tower base to centre of lamp, 70 feet: consumes about 900 gallons of oil per season. The depôt is provisioned with the same amount of supplies as at Belle Isle. A horse is furnished to the keeper to draw water, fuel and other necessary supplies.

July 6th.—Landed stores, &c., inspected the light, revolving gear, provision depôt, &c., and found all in good order, with full supplies on hand.

Description of Lighthouse and number of Buildings at this Station.

The lighthouse is a circular stone building, faced and clapboarded, painted white, with a red roof, and with a dwelling-house adjoining.

There are seven other buildings attached, consisting of:—

One house of refuge for shipwrecked mariners, built of wood, painted white, with a red roof;

One provision depôt, built of wood, painted white, with a red roof

One stable and barn combined, built of wood, painted white, with a red roof;

One workshop, built of wood, painted white, with a red roof;

One oil-shed, built of stone, and with a zinc roof;

Two small buildings, built of wood, and painted white, with a red roof.

WEST POINT LIGHTHOUSE, FOG-GUN STATION AND PROVISION DEPÔT, ISLAND OF ANTICOSTI.

Lat. 49° 52' 30" N.; Long. 64° 31' 40" W.

(ALFRED MALOUIN, *Keeper.*)

A fixed white dioptric light; five mammoth flat-wick lamps, lipped chimneys. Iron lantern. Size of glass, $32\frac{1}{4} \times 35$, $32\frac{1}{4} \times 31\frac{1}{2}$, $32\frac{1}{4} \times 27\frac{3}{4} \times \frac{3}{8}$ -inches; lantern, 10 feet 3 inches; size of gallery, 20 feet; size of base, 25 feet 6 inches; height of tower from base to vane, 109 feet; height of tower base to centre of lamp, 98 feet: consumes about 220 gallons of oil per season.

July 5th.—Arrived at 4 p.m.; landed stores, inspected lights, fog-gun and provision depôt, and found all in good order.

The following clothing and provisions had been delivered to the crew of the bark "Northumbria," wrecked 28th November last, on Anticosti: 12 pea jackets, 16 pairs pants, 12 comforters, 13 pairs boots, 11 fur caps, 18 pairs drawers, 18 shirts, 20 pairs socks, 5 blankets, 11 pairs mitts, 3 barrels flour, 110 lbs. pork, half-barrel peas, 2 lbs. tea, 15 lbs sugar, 12 tins preserved meats.

The fog-gun is fired every hour during fogs and snow-storms, and consumes 1,200 pounds of powder per season, with a proportionate number of cartridges and friction-tubes. A quantity of provisions and supplies similar to that of Belle Isle is kept here. A horse is furnished to the keeper to draw water, fuel and other supplies.

Description of Lighthouse and number of Buildings at this Station.

The lighthouse is a circular stone building, clapboarded, painted white, with a red roof. There is a dwelling-house attached, built of white brick, with a red roof. Five other buildings are also connected, viz:—

One provision depôt for shipwrecked mariners, built of wood, and painted white;

One powder magazine, built of white brick, with a zinc roof;

One gun-house, built of wood, painted white, with a red roof;

One stable and barn, built of wood, and painted white;

CARLETON POINT LIGHTHOUSE, BAIE DES CHALEURS.

Lat. $48^{\circ} 3' 15''$ N.; Long. $67^{\circ} 7' 0''$ W.(E. LANDEY, *Keeper.*)

A fixed red catoptric light; three mammoth flat-wick lamps, lipped chimneys. Wooden lantern. Size of reflectors, 18×6 inches deep; size of glass, $36 \times 30\frac{1}{2}$; size of lantern, 7 feet; size of gallery, 12 feet; size of base, 15 feet; height of tower, from base to vane, 28 feet; height of tower base to centre of lamp, 24 feet: consumes about 180 gallons of oil per season.

July 20th.—Landed stores and inspected lights, &c.; found all in good order; the lighthouse will require painting this summer; left paint and oil, and told keeper to give it two good coats of paint, and he would be allowed \$10 for the work.

Description of Lighthouse and number of Buildings at this Station.

The lighthouse and dwelling-house is a combined square wooden building, painted white, with a red roof. In connection therewith is

One oil store, built of wood, and painted red.

PASPEBIAO LIGHTHOUSE, BAIE DES CHALEURS.

Lat. $48^{\circ} 0' 50''$ N.; Long. $65^{\circ} 14' 20''$ W.(L. STRONG, *Keeper.*)

A white fixed catoptric light; two No. 1 circular-wick lamps; and a No. 1 flat wick dual. Iron lantern. Size of reflectors, $15 \times 5\frac{1}{2}$ inches deep; size of glass, $21 \times 17\frac{1}{2}$ inches, $21 \times 12\frac{3}{4}$ inches; size of lantern, 4 feet 6 inches; size of gallery, 14 feet; size of base, 20 feet; height of tower, base to vane, 54 feet; height of tower base, to centre of lamp, 50 feet: consumes about 120 gallons of oil per season.

July 20th.—Landed stores, inspected lights &c. The lighthouse requires painting; left paint and oil with keeper. I examined the foundation as you desired; and about building a breakwater, my opinion is that the best thing to do is to remove the tower about 80 yards further back.

Three years ago the water was about 180 feet from the tower at high-water mark, now it is up to it. I think the work could be done by Messrs. Robins' carpenters; they have plenty of men, good skads and ships' screws. I called to see their agent but he was away on the north-shore and therefore did not see him. This tower would want a new lantern as the present one is too small. I do not think it would be any use going to expense of building a breakwater around the lighthouse where it is at present, as the point is washing away very fast.

Description of Lighthouse and number of Buildings at this Station.

The lighthouse and dwelling-house combined is a square wooden building, painted white, with a red roof. In connection with it there is:—

One oil-shed, built of wood, and painted red.

POINT MAQUEREAU LIGHTHOUSE, BAIE DES CHALEURS.

Lat. $48^{\circ} 12' 30''$ N.; Long. $64^{\circ} 46' 12''$ W.(A. BROTHERTON, *Keeper.*)

A revolving catoptric light, every minute, showing red and white alternately; four No. 1 circular-wick lamps. Iron lantern. Size of reflectors, 20×12 inches deep; size of glass, $36 \times 28 \times \frac{3}{8}$ inches; size of ruby glass, $20\frac{1}{2} \times 21$ inches; size of lantern, 7 feet 6 inches; size of gallery, 14 feet 6 inches; size of base, ———; height of tower, base to vane, 27 feet; height of tower base to centre of lamp, 24 feet: consumes about 250 gallons of oil per season.

July 20th.—Landed stores, inspected the light, revolving gear &c.; found all in good order.

Description of Lighthouse and number of Buildings at this Station.

The lighthouse and dwelling combined is a square wooden building, painted white, with a red roof. In addition to it, there is also—

One oil-shed, built of wood, and painted red.

CAPE DESPAIR LIGHTHOUSE, BAIE DES CHALEURS.

Lat. $48^{\circ} 25' 40''$ N.; Long. $64^{\circ} 18' 20''$ W.(J. BECK, *Keeper.*)

A white revolving catoptric light, showing a flash at intervals of half a minute; lantern nine feet in diameter; six No. 1 circular-wick lamps. Iron lantern. Size of reflectors, 20×12 inches deep; size of glass, $60 \times 30 \times \frac{1}{2}$ inches; size of lantern, 10 feet; size of gallery, 15 feet 6 inches; size of base, 18 feet 6 inches; height of tower, base to vane, 42 feet; height of tower, base to centre of lamp, 36 feet: consumes about 500 gallons of oil per season.

July 24th.—Landed stores, inspected lights, revolving gear, &c.; found all in good order.

The keeper had built a new addition to his kitchen 18 feet 6 inches \times 11 feet; height of post, 10 feet, shingled all over, and was well done.

Description of Lighthouse and number of Buildings at this Station.

The lighthouse and dwelling combined is a square wooden building, painted white, with a red roof. In connection with it there is:—

One oil-shed, built of wood and painted red.

The necessary land at this Station has been acquired by the Department at the cost of \$300, and fenced in. The deed is in the hands of the Department at Ottawa.

WHITEHEAD CAPE LIGHTHOUSE, PERCE ROADSTEAD.

Lat. $48^{\circ} 30' 30''$ N.; Long. $64^{\circ} 13' 0''$ W.(C. BOURGET, *Keeper.*)

A fixed white catoptric light; five mammoth flat-wick lamps, lipped chimneys. Wooden lantern. Size of reflectors, $16 \times 5\frac{1}{2}$ inches deep; size of glass, $36 \times 30 \times \frac{3}{8}$ inches; size of lantern, 6 feet 6 inches; size of gallery, 12 feet 6 inches; size of base,

13 feet; height of tower from base to vane, 28 feet; height of tower base to centre of lamp, 25 feet: consumes about 200 gallons of oil per season.

July 24.—Landed stores, &c.; inspected the lights, &c., and found all in good order.

Description of Lighthouse at this Station.

The lighthouse is a square wooden building, painted white, with a red roof. A hand fog-horn is at present in use at this Station, but an automatic horn is suggested as preferable. It would be of great service to the fishermen and vessels making or passing the shore.

GASPÉ BASIN HARBOUR LIGHT, O'HARA'S POINT, ON THE WHARF.

Lat. 48° 49' 53" N.; Long. 64° 31' 41" W.

(B. EDEN, *Keeper.*)

A red catoptric light; one mammoth flat-wick lamp, and indicates the wharf.

GASPÉ LIGHTSHIP, SANDY BEACH.

Lat. 48° 50' 45" N.; Long. 64° 24' 30" W.

(N. ASCAH, *Keeper.*)

This vessel is moored off the extremity of the Spit. It has two dioptric lights, one red and the other white. The red light is 29 feet high, and the white light is 35 feet above the level of the deck.

The vessel is painted red, with the words "Lightship" on her sides.

CAPE GASPÉ LIGHTHOUSE AND STEAM FOG-WHISTLE.

Lat. 48° 45' 15" N.; Long. 64° 9' 15" W.

(C. ESNOUF, *Keeper.*)

A fixed red catoptric light; two No. 1 circular and two No. 1 flat-wick lamps, lipped chimneys. Wooden lantern. Size of reflectors, 20 x 12 inches deep; size of glass, 60 x 28 x $\frac{3}{8}$ inches; size of ruby glass, 21 x 20 $\frac{1}{2}$ inches; size of lantern, 9 feet; size of gallery, 14 feet 6 inches; size of base, 14 feet: height of tower from base to vane, 32 feet; height of tower base to centre of lamp, 27 feet: consumes about 250 gallons of oil per season.

The fog-whistle sounds during fogs and snow-storms for ten seconds in each minute, leaving an interval of fifty seconds between each blast.

July 30th.—Arrived, but could not land stores; left them at Gaspé Basin to be sent down; I went down by land; inspected lights, engines and boiler of steam whistle, &c., and found all in good order except the foundation of the fog-whistle house; it is sinking, and the water pipes from dam are leaking; I told the keeper to have them all put in order.

Description of Lighthouse and number of Buildings at this Station.

The lighthouse and dwelling combined is a square wooden building, painted white, with a red roof, and in connection with it there are three other buildings consisting of:—

The oil sked, built of wood, and painted red;
 One engine house, built of wood, and painted white, with a red roof;
 One coal shed, built of wood and painted white, with a red roof. Also a crane
 for taking up fuel. There is also a derrick below the light for taking up supplies.
 A store shed for provisions.

The Government owns all the land, with the right of way required at the Station, purchased from Mr. Hyman, on the 8th May, 1876, for \$150. It consists of 165 x 135 feet of land at the lighthouse, and 80 x 165 feet of land at the fog-whistle, with right of way as far as Robert's Landing.

CAPE ROSIER LIGHTHOUSE AND FOG-GUN STATION.

Lat. 48° 51' 57" N.; Long. 64° 12' 0" W.

(A. TRUDEAU, *Keeper.*)

A fixed white first order dioptric light; five mammoth flat-wick lamps, lipped chimneys. Iron lantern. Size of glass, 28 x 24, 29½ x 28, 25½ x 28 x ⅜-inches; size of lantern, 12 feet; size of gallery, 20 feet; size of base, 25 feet 6 inches; height of tower from base to vane, 112 feet; height of tower from base to centre of lamp, 104 feet: consumes about 200 gallons of oil per season.

The fog-gun is fired every hour during fogs and snow storms, and consumes about 1,500 pounds of powder, with a proportionate number of friction-tubes and cartridges. The keeper is also a telegraph operator, and furnishes meteorological reports to the Meteorological Office.

July 25th.—Landed stores; inspected the lights, fog-gun, &c., and found all in good order; the fog-gun required a new vent, and one was put in.

Description of Lighthouse and Fog-Gun Station.

The lighthouse is a circular stone building, clapboarded and painted white, with a red roof. In connection with it there are six other buildings, comprising:—

- One dwelling-house, built of white brick, with a red roof;
- One gun-house, built of wood and painted white;
- One stable, built of wood and painted white;
- One store shed, built of wood and painted white;
- One powder magazine, built of fire-brick, with a zinc roof;
- One oil-shed, built of wood and painted white.

The Government owns 199 acres of land at this Station, being lots No. 20 and 21, 1st Range East, in the township of Cape Rosier, purchased from the Department of Crown Lands, on the 17th February, 1863, for the sum of \$10.

CAPE MAGDALEN LIGHTHOUSE.

Lat. 49° 15' 40" N.; Long. 65° 19' 30" W.

(G. LEVESQUE, *Keeper.*)

A red and white catoptric revolving light, every four minutes, with an interval of two minutes between each flash; four No. 1 circular-wick lamps. Iron lantern. Size of reflectors, 20 x 12 inches deep; size of glass, 60 x 28½ x ½ inches; size of ruby glass, 21 x 20½ inches; size of lantern, 9 feet; size of gallery, 15 feet; size of base, 17 feet; height of tower, base to vane, 54 feet; height of tower, base to centre of lamp, 48 feet: consumes about 300 gallons of oil per season.

July 4th.—Landed stores, inspected the lights, revolving gear, &c.; found all in good order. The keeper has repaired the road from landing to lighthouse, and painted lighthouse and dwelling, and put all in good order.

Description of Lighthouse and number of Buildings at this Station.

The lighthouse is a hexagonal wooden building, painted white, with a red roof; In connection with it there are also three other buildings, consisting of:—
 One dwelling-house, built of wood, and painted white, with a red roof;
 One oil-shed, built of wood, and painted white, with a red roof;
 One store shed at the landing, built of wood, painted white, with a red roof.
 The land (6 acres) has been purchased from Mr. Vachar, by the Government, for the sum of \$200, with right of way from the landing to the lighthouse, and store shed at the landing.

REPORT OF THE INSPECTING ENGINEER.

Left Quebec 3rd July, 1878, at noon, with lighthouse supplies for Stations in the Gulf of St. Lawrence per steamship "Napoleon III."

MARTIN RIVER LIGHTHOUSE, SOUTH SHORE.

Lat. 49° 13' 25" N.; Long. 66° 9' 0" W

(JEAN GAUTHIER, Keeper.)

A fixed white catoptric light; five No. 1 circular-wick lamps. Iron lantern. Size of reflectors, 20 x 12 inches deep; size of glass, 60 x 30 x $\frac{1}{2}$ -inches; size of lantern, 10 feet; size of gallery, 16 feet; size of base, 21 feet; height of tower, base to vane, 54 feet; height of tower, base to centre of lamp, 48 feet: consumes about 450 gallons of oil per season.

July 4th.—Landed stores, inspected lights &c.; found all in good order.

Description of Lighthouse and Buildings at this Station.

The lighthouse is a square wooden building, painted white, with a red roof, and has a dwelling-house combined with it. In connection with it there are also:—

One oil shed, built of wood, painted white, with a red roof.

The Government have not yet acquired the land upon which the buildings at this Station are erected.

SEVEN ISLANDS LIGHTHOUSE, NORTH SHORE.

Lat. 50° 5' 40" N.; Long. 66° 22' 44" W.

(F. ARCAD, Keeper.)

A fixed white catoptric light; four No. 2 circular-wick lamps and two No. 1 flat-wick lamps, unlippped chimneys. Iron lantern. Size of reflectors, two 17 x 6 inches deep, four 18 x 10 inches deep; size of glass, 36 x 28 x $\frac{3}{8}$ -inches; size of lantern, 7 feet 6 inches; size of gallery, 14 feet; size of base, 18 feet; height of tower, base to vane, 39 feet; height of tower, base to centre of lamp, 34 feet: consumes about 300 gallons of oil per season.

June 1st.—Landed stores inspected lights &c., and found all in good order.

Description of Lighthouse and Buildings at this Station.

The lighthouse and dwelling combined is a square wooden building, painted white, with a red roof. There are also other buildings consisting of:—

One oil shed, built of wood, and painted white.

One store shed, situated at the landing, about a quarter of a mile from the lighthouse, built of wood, and painted red. 7

SPECIAL REPORT.

QUEBEC, 6th June, 1878.

SIR,—According to your instructions I have supplied and inspected all the lighthouses from Quebec to Seven Islands, and found them all in good order, with the exception of three or four places that require some small repairs; these you will find noted in my Report.

I have also taken all the sizes of glass and reflectors, also description of lamps and any other particulars regarding measurements, &c., as directed.

I am, Sir,
Yours, &c.,

(Signed) WILLIAM BARBOUR.
Inspecting Engineer.

J. U. GREGORY, Esq., Agent,
Department of Marine and Fisheries, Quebec.

EGG ISLAND LIGHTHOUSE, ON THE ISLAND.

Lat. 49° 38' 0" N; Long. 69° 10' 0" W

(P. CÔTÉ, *Keeper.*)

A revolving white catoptric light, interval of revolution, 1½ minute; six No. 1 circular-wick lamps. Iron lantern. Size of reflectors, 20 by 12 inches deep; size of glass, 60 by 36 by ½ inches; size of lantern, 10 feet; size of gallery, 17 feet; size of base, 20 feet; height of tower, base to vane, 50 feet; height of tower base to centre of lamp, 42 feet; consumes about 300 gallons of oil per season.

June 1st.—Landed stores, examined lights, revolving gear, &c. The tower and roof of buildings require painting. Left paint and oil with keeper, as he said he could get it done for about \$15. The new lighthouse put up last fall by the Department is first-class and strong, and the keeper reports no shaking when blowing hard.

Description of Lighthouse and Buildings at this Station.

The lighthouse and dwelling-house combined is a square wooden building, and painted white, with a red roof; and there are also two other buildings, comprising:—

One oil shed, built of wood, painted white, and with a red roof;

One store shed, built of wood, and painted white.

POINT DES MONT LIGHTHOUSE AND FOG-GUN STATION, AND PROVISION DEPOT,
NORTH SHORE.

Lat. 49° 19' 35" N.; Long. 69° 21' 55" W.

(L. F. FAFFARI, *Keeper.*)

A fixed white catoptric light; seventeen No. 1 flat-wick lamps, lipped chimneys. Iron lantern. Size of reflectors, 21 by 8½ inches deep; size of glass, 23½ by 28 by ½ inches; size of lantern, 12 feet; size of gallery, 23 feet; size of base, 28 feet; height of tower, base to vane, 75 feet; height of tower base to centre of lamp, 65 feet: consumes about 560 gallons of oil per season.

June 2nd.—Landed stores, inspected the lights, buildings, provision depot, &c.; found all in good order.

The fog-gun is fired every hour during fogs and snow-storms, and consumes about 1,500 lbs. of powder, together with a proportionate number of cartridges and friction-tubes.

The provision depot contains the same amount of supplies as that at Belle Isle. The keeper is furnished with a horse to draw fuel, water and supplies.

Description of Lighthouse and Buildings at this Station.

The lighthouse and dwelling-house combined is a circular stone building, clap-boarded, painted white, and with a red roof. In connection with it there are also five other buildings, consisting of:—

- One provision dépôt for shipwrecked mariners, built of stone and painted white;
- One gun-house, built of wood, and painted white;
- One oil-shed, built of wood, and painted white;
- One powder-magazine, built of white brick, and with a zinc roof;
- One stable and barn combined, built of wood, and painted white;

CAPE CHATTE LIGHTHOUSE, SOUTH SHORE.

Lat. 49° 5' 55" N.; Long. 66° 45' 29" W.

(J. CÔTÉ, *Keeper.*)

A flash catoptric white light, leaving an interval of thirty seconds between each flash; six No. 1 circular-wick lamps. Iron lantern. Size of reflectors, 20 by 12 inches deep; size of glass, 60 by 30 by ½ inches; size of lantern, 19 feet 6 inches; size of gallery, 17 feet 6 inches; size of base, 17 feet; height of tower, base to vane, 30 feet; height of tower base to centre of lamp, 24 feet: consumes about 400 gallons of oil per season.

May 31st.—Landed stores, inspected lights, revolving gear, &c.; found all in good order. The masons have finished the foundation for the new dwelling-house; the carpenters had arrived and were preparing to begin the dwelling. This is being built by men from the Department, and was completed early in the season.

Description of Lighthouse and Buildings at this Station.

The lighthouse is a square wooden building, painted white, with a red roof; there are also two other buildings, comprising one dwelling-house, built of wood, and painted white, with a red roof, situated about 480 yards E.N.E. from the lighthouse; also one oil shed, built of wood, painted white, and adjacent to the dwelling-house.

The Government acquired from Mr. D. Isabelle, of Cape Chatte, a portion of the property required at this station, on the 25th August, 1873, for the sum of \$200.

MATANE LIGHTHOUSE, SOUTH SHORE, COUNTY OF RIMOUSKI.

Lat. 48° 52' 0" N; Long. 67° 33' 0" W.

(F. DIONNE, *Keeper.*)

A fixed white catoptric light; two No. 1 circular and two mammoth flat-wick lamps, unlippped chimneys. Iron lantern. Size of reflectors 2 x 20 x 12 inches deep, 2 x 18 x 7 inches deep; glass, 36 x 28 inches; lantern, 7 feet; gallery, 15 feet; base, 18 feet 6 inches x 30 feet 6 inches; height of tower, base to vane, 40 feet; height of tower base to centre of lamp, 34 feet: consumes about 220 gallons of oil per season.

SPECIAL REPORT.

QUEBEC, 15th December, 1877.

SIR,—I had the alterations for spring, 1878, completed, and new lamps put up, stronger mammoth flats in place of No. 1 round-wick lamps. The keeper complains of the house being very cold, and has had to take a house in Matane for the winter. The house is very small and would require an addition to it, the same as at Metis, about 30 feet long by 12 feet wide. On examining I found that the tower will require two coats of paint and to be well puttied, the chimney rebuilt with firebrick, as it is falling down, a new floor over the kitchen, 12 x 15 feet, and the foundation of tower repaired.

I am, Sir,
Yours, &c.,

(Signed)

WILLIAM BARBOUR,
Inspecting of Engineer.

J. U. GREGORY, Esq., Agent,
Department of Marine and Fisheries, Quebec.

May 31.—Landed stores, inspected lights, &c.; found all in good order, except the repairs required, as reported to you in my letter of the 15th December last, which are much needed.

Description of Lighthouse and Buildings at this Station.

The lighthouse and dwelling-house combined is a square wooden building, painted white, with a red roof. In connection with it, there is also one oil shed, built of wood and painted red.

The Government acquired from T. Fraser, of Matane, the land required for this Station, on the 30th June, 1874, for \$100.

LITTLE METIS POINT LIGHTHOUSE, SOUTH SHORE, COUNTY OF RIMOUSKI.

Lat. 48° 40' 15" N.; Long. 68° 2' 30" W.

(J. MARTIN, *Keeper.*)

A white catoptric light, showing a flash every minute, and making a complete revolution in two minutes; one No. 1 circular-wick lamp and one mammoth flat-

wick lamp, unlippped chimney. Iron lantern. Size of reflectors 21 x 14 inches deep ; size of glass 36 x 28 x $\frac{3}{4}$ inches ; size of ruby glass, 22 x 22 $\frac{1}{2}$ inches ; size of lantern, 7 feet 6 inches ; size of gallery, 16 feet ; size of base, 30 feet ; height of tower, base to vane, 40 feet ; height of tower, base to centre of lamp, 34 feet : consumes about 140 gallons of oil per season.

SPECIAL REPORT.

QUEBEC, 15th December, 1877.

SIR,—I had the alterations for spring, 1878, completed, but on examining it again, I found that the frame of the lamps was broken ; had it taken down and sent to Quebec. I found the place in good order. The keeper reported his house very comfortable since the addition was built to it ; he reported his stable required clapboarding badly, and as he could get it done for \$30, I ordered him to have it done.

I am, Sir,
Yours, &c.,

(Signed) WILLIAM BARBOUR,
Inspecting of Engineer.

J. U. GREGORY, Esq., Agent,
Department of Marine and Fisheries, Quebec.

May 31.—Landed stores, inspected lights, revolving gear, &c. ; found all in good order. Keeper reported the chimney in bad order ; as he could have necessary repairs done, I gave him orders to do them.

Description of Lighthouse and Buildings at this Station.

The lighthouse and dwelling-house combined is a square wooden building, painted white, with a red roof. In addition to it there is also one oil shed, built of wood and painted red. About an acre of land on which the lighthouse is built, was bought by the Department from Mr. J. H. Ferguson, of Metis, on the 8th April, 1876, for \$100.

MANICOUAGAN SHOAL LIGHTSHIP AND STEAM FOG-WHISTLE.

Lat. 49° 2' 0" N.; Long. 68° 15' 0" W.

(REGIS LEBLANC, *Keeper.*)

Moored in twenty-five fathoms of water ; two dioptric white lights, on separate masts ; one 27 feet, and the other 24 feet above the level of the deck.

The fog-whistle is sounded with a blast of eight seconds duration, and after an interval of eight seconds it is followed by another blast of eight seconds, which is succeeded by an interval of two minutes and twenty seconds. Should the vessel, from any cause, be off her station, this will be denoted, in the day time, by a ball at her foremast head, and at night by a globe lantern, so that in the latter case she may appear like an ordinary vessel at anchor.

SPECIAL REPORT.

QUEBEC, 6th December, 1877.

SIR,—I have to-day, with Mr. Routier, carpenter, carefully examined the hull, engines and boilers of the Manicouagan Lightship at winter quarters at Blais Booms, and find that the following repairs will have to be made to enable the vessel to take her station in the spring:—

Decks caulked, &c.;
Sails overhauled and repaired;
One set small boat sails;
Boiler chipped and caulked in bottom;
One new mud port in bottom of boiler;
Condenser taken down, cleaned and repaired;
One new whistle bell, and fitted to spindle;
Copper pipes and globe valves repaired; lamps repaired.

I am, Sir,
Yours, &c.,

WM. BARBOUR,
Inspecting Engineer.

J. U. GREGORY, Esq., Agent,
Department of Marine and Fisheries, Quebec.

The above repairs were carried out last spring, and the vessel was in first-class order on opening of navigation.

The keeper, Captain T. Connell, accidentally shot himself on the 8th November, 1877, and was replaced by the present keeper.

FATHER POINT LIGHTHOUSE AND GUN STATION.

Lat. 48° 31' 25" N.; Long. 68° 27' 40" W.

(J. McWILLIAMS, *Keeper.*)

A fixed white catoptric light; six mammoth flat-wick lamps, unlippped chimneys. Size of reflectors, 18 x 7 inches deep; size of glass, 36 x 27 inches: consumes about 300 gallons of oil per season.

SPECIAL REPORT.

QUEBEC, 15th December, 1877.

SIR,—The lamps at this Station are only temporarily placed; there are two rows of lamps on an iron base, 1½-inch in diameter, and about ten feet long, and when it blows strong the shaking of the tower breaks the chimneys and spoils the light. The lamps are 4 feet 6 inches from the windows, and this weakens them. The keeper complains of the house being very cold.

This tower has been built with 3-inch deals on the flat, and clapboarded; on the outside the deals have shrunk, and the wind blows through against the plaster, and the walls are at times covered with frost. It would require to have all the clapboarding taken off, and the joints of the deals covered with tarred paper to make it warmer. The chimney requires altering as it smokes very badly.

I would also recommend that a table be put up in the lantern; also six new mammoth flat-wick lamps, as the old lamps are worn out. The vent of the gun had been stopped, and the blacksmith in repairing it broke his drill. He drilled a new one too far from the breech, and the gun recoils and injures the gun-house. A new vent will require to be put in further back, and the old one plugged.

I am, Sir,
Yours, &c.,

(Signed) WM. BARBOUR,
Inspecting Engineer.

J. U. GREGORY, Esq., Agent,
Department of Marine and Fisheries, Quebec.

SECOND SPECIAL REPORT.

QUEBEC, 23rd March, 1878.

SIR,—According to your orders, I went to Father Point Lighthouse to have new lamps placed, the gun bored, and a new vent put in. I left on the 19th ultimo; had all the above repairs executed; all put in good order; the new lamps tested, and the keeper found them a great improvement on the old ones.

I am, Sir,
Yours, &c.,

WM. BARBOUR,
Inspecting Engineer.

J. U. GREGORY, Esq., Agent,
Department of Marine and Fisheries, Quebec.

May 31st, 1878.—Landed stores, inspected the lights, &c.; found all in good order—the repairs executed this spring being much required. The house and chimney have been thoroughly repaired.

Height of tower from base to vane, 52 feet; height of tower from base to centre of lamp, 43 feet; size of lantern, 12 feet; size of gallery, 29 feet; size of base, 26 feet 3 inches.

Description of Lighthouse and Buildings at this Station.

The lighthouse and dwelling combined is a square wooden building, painted white, with a white roof.

There are also three other buildings, consisting of:—

One powder magazine, built of stone, with a zinc roof;

One oil-shed, built of wood, and painted white;

One gun-house, built of wood, and painted white.

The signal gun stationed here is used to enable steamers to distinguish the Point. It consumes about 500 lbs. of powder, with a proportionate number of cartridges and friction-tubes every season.

The keeper is also telegraph operator.

PORTNEUF LIGHTHOUSE (BELOW QUEBEC), NORTH SHORE.

Lat. 48° 37' 0" N.; Long. 69° 6' 0" W.

(D. TREMBLAY, *Keeper.*)

A fixed white catoptric light; three No. 1 circular, and one mammoth flat-wick lamps. Iron lantern. Size of reflectors, one 18 x 6 inches, three 20 x 12 inches deep; size of glass, 28 x 36 x $\frac{3}{8}$ -inches; size of lantern, 7 feet 6 inches; size of gallery, 15 feet; size of base, 16 feet; height of tower, base to vane, 38 feet; height of tower, base to centre of lamp, 32 feet: consumes about 350 gallons of oil per season.

June 2nd.—Landed stores, inspected lights &c.; found all in good order, except the foundation of dwelling-house; the sand is washing away and it will require three or four logs round three sides, filled up with sand, to save the foundation. Told the keeper to find out the cost and report to Department.

Description of Lighthouse and Buildings at this Station.

The lighthouse and dwelling combined is a square wooden building, painted white, with a red roof.

There are also two other buildings, comprising one oil shed, built of wood, painted white; one store shed, built of wood, painted white.

BICQUET LIGHTHOUSE, AND FOG-GUN STATION, NEAR CENTRE OF THE ISLAND.

Lat. 48° 25' 18" N.; Long. 68° 53' 20" W.

(T. LEBEL, *Keeper.*)

A revolving white catoptric light every two minutes; twenty-one No. 1 flat-wick lamps. Iron lantern. Size of reflectors, 21 x 8 $\frac{1}{2}$ inches deep; size of glass, 30 x 27 $\frac{1}{2}$ x $\frac{3}{8}$ -inches; size of lantern, 13 feet; size of gallery, 23 feet; size of base, 22 feet; height of tower, base to vane, 74 feet; height of tower, base to centre of lamp, 64 feet: consumes about 900 gallons of oil per season.

May 30th.—Landed stores, inspected lights, revolving gear &c., and found all in good order. The fog-gun is fired every hour during fogs and snowstorms; it consumes about 1,800 lbs. of powder, with a proportionate number of cartridges and friction-tubes.

Description of Lighthouse and Buildings at this Station.

The lighthouse is a circular stone building, clapboarded and painted white.

There are also four other buildings, consisting of one dwelling-house, built of stone, painted white, with a red roof;

One powder magazine, built of stone, painted white, with a zinc roof;

One gun house, built of wood, painted white, with oil shed combined;

One store shed at the landing, built of wood, painted white.

The Government pays an annual rent of \$24 to Mr. W. D. Campbell, of Quebec, for the use of the land at this Station.

GREEN ISLAND LIGHTHOUSE AND FOG-GUN STATION, NORTH PART OF THE ISLAND.

Lat. 48° 3' 17" N; Long. 69° 25' 10" W.

(G. LINDSAY, *Keeper*.)

A fixed white catoptric light; thirteen No. 1 flat-wick lamps, lipped chimneys. Iron lantern. Size of reflectors, 21 x 9 inches deep; size of glass, 24 x 23½ inches; size of lantern, 10 feet 3 inches; size of gallery, 16 feet; size of base, 16 feet; height of tower, base to vane, 54 feet; height of tower, base to centre of lamp, 45 feet: consumes about 400 gallons of oil per season.

May 30th.—Landed stores, examined the lights &c.; found all in good order.

The fog-gun is fired every half-hour during fogs and snowstorms; the average consumption of powder during the season is about 3,000 lbs., with a proportionate number of cartridges and friction-tubes.

Description of Lighthouse and Buildings at this Station.

The lighthouse is an octagonal stone building, clapboarded, painted white; there are also four other buildings, as follows:—

One dwelling-house, built of wood, painted white;

One powder magazine, built of stone, painted white;

One stable and barn combined, built of wood, painted white;

One gun-house, built of wood, painted white.

The Government owns 30 acres of land at this Station, purchased from Mr. Peter Fraser, on the 29th June, 1811, for the sum of £150.

RED ISLAND LIGHTSHIP AND FOG-WHISTLE, RED ISLAND REEF.

Lat. 48° 6' 30" N.; Long. 69° 30' 20" W.

(DAVID DAMOURS, *Keeper*.)

Two fixed white lights; one of these is a catoptric lantern, containing six No. 2 circular lamps, and the other a dioptric lantern; the former is 34 feet, and the latter 22 feet, above the deck.

The vessel is moored in ten fathoms of water to the north-east of the Island. During fogs and snowstorms a steam fog-whistle is sounded, giving a blast of ten seconds during each minute. If from any cause the vessel should be off her station, it will be indicated during the day by a ball at the foremast head, and at night by a circular lantern, giving her the ordinary appearance of a vessel at anchor; during fogs and under such circumstances, the whistle will be sounded irregularly like an ordinary steamer.

The ship is painted red, and the words "Red Island Lightship," is painted on each side in large letters.

SPECIAL REPORT.

QUEBEC, 6th December, 1877.

SIR—I have to-day, with Capt. Damours, Mr. Routhier, carpenter, and Mr. Vezina, blacksmith, carefully examined the hull, engines and boilers of the Red Island Lightship, in winter quarters at Blain Boom, and find the following repairs will require to be made so as to fit her to take her station in the spring:—

Companion and tank removed and mess-room;

Forecastle fitted up for four men;

One new davit stand;
 Shifting and fitting davit stands;
 Masthead stays changed;
 Repairs to rail on ship's side;
 Four new davits for boats;
 Repairs to condenser and new tubes;
 Repairs to copper pipes;
 New globe valves and whistle valve repaired;
 Coals taken out and bunkers repaired;
 Boiler and new supports;
 New port in bottom of boiler;
 Sails overhauled and repaired.

I am, Sir,
 Yours, &c.,

WM. BARBOUR,
Inspecting Engineer.

J. U. GREGORY, Esq., Agent,
 Department of Marine and Fisheries, Quebec.

The above repairs were carried out this spring, and the vessel was in first-class order on the opening of navigation.

RED ISLAND LIGHTHOUSE.

Lat. 48° 4' 20" N.; Long. 69° 32' 56" W.

(E. FRASER, *Keeper.*)

A fixed red catoptric light; fourteen mammoth flat-wick lamps, lipped chimneys. Iron lantern. Size of glass, 30 by 30 inches; size of reflectors, 21 by 9 inches deep; size of lantern, 13 feet; size of gallery, 27 feet; size of base, 26 feet; height of tower, base to centre, 64 feet; height of tower base to centre of lamp, 54 feet; consumes about 520 gallons of oil per season.

May 30th.—Landed stores, examined the lights, &c.; found all in good order.

Description of Lighthouse and Buildings at this Station.

The lighthouse is a circular stone building, with the roof painted red. In connection with it there are three other buildings, comprising:—

One dwelling-house, built of white brick, with a red roof;
 One oil shed, built of wood, painted white;
 One store shed, built of wood, painted white.

LARK ISLAND LIGHTHOUSE, ENTRANCE TO THE SAGUENAY.

Lat. 48° 5' 30" N.; Long. 69° 40' 0" W.

(P. BOULLIAUME, *Keeper.*)

A fixed white catoptric light, three mammoth flat-wick lamps, lipped chimneys. Iron lantern. Size of reflectors, 16 by 5½ inches deep; size of glass, 30 by 30 inches; size of lantern, 6 feet; size of gallery, 12 feet; size of base, 14 feet; height of tower, base to vane, 38 feet; height of tower base to centre of lamp, 31 feet; consumes about 100 gallons of oil per season.

May 30th.—Landed stores, inspected the lights, &c. ; found all in good order. The keeper lives in the lighthouse, as his dwelling was burned this spring. A new dwelling for the keeper has since been put up at this Station.

Description of Lighthouse and Buildings at this Station.

The lighthouse and dwelling combined is built of wood, and painted white, with a red roof. In connection with it, there is also—
One oil shed, built of wood, painted white, with a red roof.

TADOUSAC RANGE LIGHTS, ENTRANCE TO THE SAGUENAY.

Lat. $48^{\circ} 5' 38''$ N.; Long. $69^{\circ} 42' 35''$ W.

" $48^{\circ} 5' 40''$ N.; " $69^{\circ} 43' 2''$ W.

(L. GUAY, *Keeper.*)

Two fixed white catoptric lights, one situated at Point Noir, and the other 608 yards distant ; two mammoth flat-wick lamps, unlippped chimneys. Size of reflectors, 18 x 6 inches deep ; size of glass, 30 x 30 inches. Lower tower :—Size of lantern, 6 feet ; size of gallery, 11 feet 6 inches ; size of base, 15 feet ; height of tower from base to vane, 28 feet ; height of tower from base to centre of lamp, 22 feet 6 inches. Upper tower :—Size of lantern, 6 feet ; size of gallery, 11 feet 6 inches ; size of base, 15 feet ; height of tower from base to vane, 26 feet ; height of tower from base to centre of lamp, 20 feet.

These lights are for the purpose of guiding vessels clear of Prince's Shoal, Bar Reef and Vache's Shoal.

May 30th.—Landed stores, inspected the lights, &c., and found all in good order.

Description of Lighthouse and Buildings at this Station.

Both are square towers, built of wood, painted white.

The keeper lives in the Point Noir Lighthouse, about 200 yards from the other one. There is an oil shed, built of wood and painted white.

CHICOUTIMI RANGE LIGHTS, 1st RANGE.

Lat. $48^{\circ} 26' 52''$ N.; Long. $70^{\circ} 58' 9''$ W.

JOS. GAUDREAU, } *Keepers.*
ARTHUR SIMARD, }

Being the two lights on the south side of the River Saguenay and entrance channel to Chicoutimi Harbor.

Two fixed white catoptric lights, 910 feet apart ; upper light, 40 feet high from high-water mark to centre of lantern, 43 feet from base to vane.

Lower light, 26 feet from centre of lantern to high-water mark, 26 feet from base to vane,—should be seen five miles off.

2ND RANGE, NORTH SIDE OF THE RIVER.

Lat. 48° 27' 56" N.; Long. 70° 58' 38" W.

FRAS. GAUTHIER,	} <i>Keepers.</i>
JOS. DUPRE,	

Two fixed white lights, 765 feet apart; upper light, 41 feet from centre of lantern to high-water mark, and 40 feet from base to vane.

Lower light, 25 feet from centre of lantern to high-water mark, 27 feet from base to vane,—should be seen four miles off.

3RD RANGE, NORTH SIDE OF THE RIVER.

Lat. 48° 27' 57" N.; Long. 70° 59' 56" W.

(XAVIER SAVARD, *Keeper.*)

Two fixed white lights, 124 feet apart; upper light, 41 feet from centre of lantern to high-water mark, 40 feet from base to vane.

Lower light, 29 feet from centre of lantern to high-water mark, and 25 feet from base to vane,—should be seen three miles off.

4TH RANGE, NORTH SIDE OF THE RIVER.

Lat. 48° 27' 41" N.; Long. 71° 0' 39" W.

(ADOLPHE BOUDREAU, *Keeper.*)

Two white lights, 714 feet apart; upper light, 40 feet from centre of lantern at high-water mark, and 44 feet from base to vane.

Lower light, 22 feet from centre of lantern to high-water mark, and 26 feet from base to vane,—should be seen three miles off.

5TH RANGE, SOUTH SIDE OF THE RIVER.

Lat. 48° 26' 27" N.; Long. 71° 1' 32" W.

(JEREMIE MARIE, *Keeper.*)

Two white lights, 385 feet apart; upper tower, 59 feet from centre of lantern to high-water mark, and 27 feet from base to vane.

Lower tower, 40 feet from centre of lantern to high-water mark, and 26 feet from base to vane,—should be seen two and a half miles off.

These 10 new lights, are to lead through the channel of Chicoutimi Harbor.

They were first exhibited in 1873, and could be all seen at equal distances, but are prevented by bends in the channel from being used at other distances than stated. Complaints having been made that there was not sufficient difference in height between the two lights at each range, the upper or highest lanterns were this season raised ten feet, and pronounced a great improvement.

The spring tides come up to the base of some of the towers, and even higher at others, hence the difference in their measurements from high-water mark.

Each land has a covering to protect it from the action of wind and water.

A red glass has also been put to the face of the harbour lights to indicate the wharf.

BRANDY POTS LIGHTHOUSE, ON THE ISLAND.

Lat. 47° 52' 30" N.; Long. 69° 40' 50" W.

(W. RICHARD, *Keeper.*)

A fixed white fourth-order dioptric light; one mammoth flat-wick lamp. Iron lantern. Size of glass, 43 x 29 x $\frac{1}{2}$ -inches; size of lantern, 5 feet 10 inches; size of gallery, 12 feet; size of base, 30 feet 6 inches square; height of tower, base to vane, 40 feet; height of tower base to centre of lamp, 36 feet: consumes about 70 gallons of oil per season.

May 29th.—Landed stores, examined the lights, &c. The roof of the dwelling will require shingling and painting; the handrail, platform and slip will require repairs next year; the keeper will advise the Department as to what will be needed. The above repairs have since been made.

Description of Lighthouse and Buildings at this Station.

The lighthouse and dwelling combined is a square wooden building, painted drab, with a red roof. There is also one oil shed, built of wood, and painted white.

LONG PILGRIMS LIGHTHOUSE, ON THE ISLAND.

Lat. 47° 43' 15" N.; Long. 69° 44' 20" W.

(J. C. MARQUIS, *Keeper.*)

A fixed white fourth-order dioptric light; one mammoth flat-wick lamp, lipped chimney. Iron lantern; size of glass, 43 x 29 inches. Size of lantern, 5 feet 10 inches; size of gallery, 12 feet; size of base, 30 feet 6 inches square; height of tower, base to vane, 40 feet; height of tower base to centre of lamp, 36 feet: consumes about 70 gallons of oil per season.

May 29th.—Landed stores, inspected the lights, &c.; found all in good order. The keeper will require a new flat boat.

Description of Lighthouse and number of Buildings at this Station.

The lighthouse and dwelling combined is built of wood and covered with brick, painted drab, with a red roof.

There is also one oil shed, built wood, and painted white.

GRAND ISLE LIGHTHOUSE, KAMOURASKA.

Lat. 47° 38' 20" N.; Long. 69° 51' 40" W.

(J. R. DESJARDINS, *Keeper.*)

A revolving white catoptric light, making a flash every 45 seconds, and a full revolution every $1\frac{1}{2}$ minute; four No. 1 circular-wick lamps, two on each face. Iron lantern. Size of reflectors, 22 $\frac{1}{2}$ x 15 inches deep; size of glass, 28 x 36 inches; size of lantern, 7 feet 6 inches; size of gallery, 12 feet; size of base, 15 feet 6 inches; height of tower, base to vane, 40 feet; height of tower base to centre of lamp, 33 feet: consumes about 260 gallons of oil per season.

May 29th.—Landed stores, inspected the lights, revolving gear, &c., and found all in good order.

Description of Lighthouse and Buildings at this Station.

The lighthouse and dwelling-house combined is a square wooden building; painted white, with a red roof.

There are also two other buildings, consisting of one oil shed, built of wood, painted white; one store shed at landing, built of wood, painted white.

POINT AUX ORIGNEAUX LIGHTHOUSE, RIVIÈRE OUELLE, KAMOURASKA.

Lat. 47° 29' 36" N.; Long. 700 11' 43" W.

A fixed red catoptric light; three mammoth flat-wick lamps. Iron lantern. Size of reflectors, 18 x 6 inches deep; size of glass, 36 x 30 inches; size of lantern, 5 feet; size of gallery, 11 feet; size of base, 14 feet 9 inches; height of tower, base to vane, 30 feet; height of tower base to centre of lamp, 25 feet; consumes about gallons of oil per season.

May 29th.—Landed stores, inspected lights, &c.; found all in good order.

This light would be of more service if white, instead of red, as this colour is not seen far enough by passing vessels.

Description of Lighthouse and Buildings at this Station.

The lighthouse and dwelling combined is a square, wooden building, painted white, with a red roof. In connection with it there is one oil shed, built of wood, painted white.

GOOSE CAPE LIGHTHOUSE, COUNTY OF CHARLEVOIX, NORTH SHORE, RIVER ST. LAWRENCE.

Lat. 47° 29' 30" N.; Long. 70° 13' 45" W.

(J. SAVARD, *Keeper.*)

The light was first put into operation on the 29th October, 1876, and is a fixed white catoptric one, elevated 48 feet above high-water mark, and should be seen about 12 miles off.

One No. 2 circular-wick lamp; four mammoth flat-wick lamps, lipped chimneys. Iron lantern. Size of reflectors, one 15 x 8 inches, four 16 x 5½ inches deep; size of lantern, 7 feet 6 inches; size of gallery, 13 feet; size of base, 39 feet, and 19 feet 8 inches; height of tower from base to centre of lamp, 37 feet: consumes about 162 gallons of oil per season.

June 3rd.—Landed stores, inspected lights, &c., and found all in good order; the lantern requires painting, and the keeper was told to have it done.

Description of Buildings at this Station.

The tower, with a dwelling-house attached; also one oil-shed, built of wood and painted white.

The Department has obtained, by purchase, from Widow François Lapointe, the land upon which the buildings are erected, with right of way through her property, for the sum of \$80, paid on the 10th of August, 1877.

SPECIAL REPORT.

SIR,—The keeper wants to have a gallery around the three sides of the dwelling and lighthouse, which has since been built. I examined the place, and find a gallery is very much needed, as it is dangerous at night without it. It will require to be on three sides—39 feet each side, and 27 feet at the end, with upright supports from the rock about 6 or 7 feet long.

I am, Sir,
Yours, &c.,

(Signed)

WILLIAM BARBOUR,
Inspecting Engineer.

J. U. GREGORY, Esq., Agent,
Department of Marine and Fisheries, Quebec.

ST PAUL'S BAY LIGHTHOUSE, COUNTY OF CHARLEVOIX, NORTH SHORE, RIVER ST. LAWRENCE.

Lat. 47° 24' 45" N.; Long. 70° 29' 0" W.

(HILAIRE TREMBLAY, *Keeper.*)

The light was first put into operation on the 29th October, 1876, and is a fixed white catoptric light, elevated 36 feet above high-water mark, and should be seen 10 miles off in clear weather.

Three mammoth flat-wick lamps, lipped chimneys. Iron lantern. Size of reflectors, 17 x 6 inches deep; size of glass, 36 x 30 x $\frac{1}{4}$ inches; size of lantern, 5 feet 6 inches; size of gallery, 12 feet 6 inches; size of base, 15 feet 8 inches; height of tower from base to vane, 30 feet; height of tower from base to centre of lamp, 26 feet: consumes about 100 gallons of oil per season.

June 3rd.—Landed stores, inspected lights, &c., and found all in good order.

The tower is a square wooden building, 30 feet high from base to vane, with dwelling-house attached, the whole painted white. There is also an oil shed, painted red. All the buildings connected with this lighthouse are erected on the pier in the centre of the bay, used as a landing place.

There is a new store shed being built.

LOWER TRAVERSE LIGHTSHIP AND STEAM FOG-ALARM.

Lat. 47° 22' 10" N., 70° 14' 50" W.

(J. GOURDEAU, *Keeper.*)

Two fixed dioptric lights, one upon each mast. If, from any cause, the lightship moves from her station, one light only will be shown, and during the day a red ball will be shown from the mainmast. The steam fog-whistle is sounded during thick weather in fogs and snow storms, for 12 seconds in each minute, leaving an interval of 48 seconds between each blast.

The vessel is painted red, and has the words "Traverse Lightship" painted on both sides.

SPECIAL REPORT.

QUEBEC, 7th December 1877.

SIR,—I have to-day, with Captain Gourdeau, examined carefully the hull, outside and inside, also engines and boilers of the Lower Traverse Lightship, now on Mr. Davies' patent slip, Point Lévis, and find that the following repairs will require to be done, while the vessel is on the slip, besides the regular outfit in the spring :—

Two sheets $\frac{3}{4}$ -inch boiler plate on each side of bow to prevent anchor chains chafing side ;

Rudder repaired and parts of bottom chipped and caulked ;

Hull to be scraped inside and out, and three coats of paint ;

Lamp guides on masts to be extra bolted ;

Four cast-iron stands for boat's davits ;

Steam dome scraped, painted and covered over with hair, felt and wood ;

Fore peak, caulking deck over store room ;

New bulkheads and lining in forecabin ;

Boiler to be lifted, and bottom chipped and caulked ;

Condenser, new tubes and repaired ;

Repairs to copper pipes ; one new steam gauge ;

Whistle bell repaired and fitted to spindle ;

Ship's sails overhauled and repaired ;

Cleaning tanks ;

Sand, cement, and labour ;

New rails for ship's side.

I am, Sir,

Yours, &c.,

(Signed)

WILLIAM BARBOUR,

Inspecting Engineer.

J. U. GREGORY, Esq., Agent,

Department of Marine and Fisheries, Quebec.

The above repairs, as suggested by the Inspecting Engineer, were carried out this spring, and the vessel was put in first-class order on the opening of navigation.

UPPER TRAVERSE LIGHTSHIP, NORTH-WEST EDGE OF ST. ROCH'S SHOAL.

Lat. 47° 19' 50" N. ; Long. 70° 18' 0" W.

(M. DECHENE, *Keeper.*)

Two fixed dioptric lights ; one lantern eight feet above the other : consumes about 50 gallons of oil per season. Should the lightship be out of place, the light on the foremast is alone exhibited, and during the day the ball on the foremast head is taken down, and a bell is tolled during thick weather, fogs and snowstorms.

The ship is painted red, and has the words "Lightship" painted on both sides.

A new vessel has been built by the Department this spring, and is now on this Station.

STONE PILLARS LIGHTHOUSE, ON THE ISLAND.

Lat. 47° 12' 25" N.; Long. 70° 21' 28" W.

(D. BABIN, *Keeper.*)

A revolving white catoptric light, every one and a half minute, fifteen No. 1 flat wick lamps, lipped chimneys. Iron lantern. Size of reflectors 21 x 9 inches deep ;

size of glass, 24 x 24 x $\frac{1}{4}$ inches ; size of lantern, 13 feet 9 inches ; size of gallery, 20 feet ; size of base, 18 feet ; height of tower from base to vane, 50 feet ; height of tower from base to centre of lamp, 43 feet : consumes about 500 gallons of oil per season.

May 29.—Landed stores, inspected lights, &c., revolving gear, found all in good order.

Description of Lighthouse and Buildings at this Station.

The lighthouse is a circular stone building, with a red roof.

There are also two other buildings, comprising :—

One dwelling house built of stone, painted white with a red roof.

One store shed, built of wood and painted white.

ALGERNON ROCK, REFLECTING TOWER, NEAR THE PILLARS.

The pier and reflecting tower on this rock were completed the fall of 1876, and have withstood the action of the ice, and proved of staunch construction.

The reflecting apparatus has not proved efficient, and is consequently not put in operation yet ; but the pier and tower being painted white, with broad black corners, have proved of good service in indicating the rock upon which they are built.

The pier has been injured by the action of ice and now requires strengthening.

CRANE ISLAND LIGHTHOUSE, ON THE ISLAND.

Lat. 47° 3' 30" N.; Long. 70° 32' 30" W.

(G. PAINCHAUD, *Keeper.*)

A fixed white catoptric light ; five mammoth flat-wick lamps, lipped chimneys. Iron lantern. Size of reflectors, 21 x 11 inches deep ; size of glass, 16 x 14 x $\frac{1}{4}$ inches ; size of lantern, 6 feet ; size of gallery, 12 feet ; size of base, 16 feet ; height of tower from base to vane, 42 feet ; height of tower from base to centre of lamp, 36 feet : consumes about 220 gallons of oil per season.

May 28.—Landed stores, examined lights, &c. ; found all in good order. The repairs to the pier last summer by this Department were first class. The keeper wants a larger window in the lower flat as the present one is too small.

Description of Lighthouse and Buildings at this Station.

The lighthouse and dwelling combined is built of wood, and painted white and situated on the pier.

There is also one oil shed, built of wood and painted white.

BELLECHASSE LIGHTHOUSE, SOUTH SHORE.

Lat. 46° 56' 0" N.; Long. 70° 46' 0" W.

(E. THIVIERGE, *Keeper.*)

A fixed white catoptric light ; five mammoth flat-wick lamps, lipped chimneys ; size of reflectors, 21 x 11 inches deep ; size of glass, 16 x 4 $\frac{1}{2}$ x $\frac{1}{2}$ inches ; size of lantern, 6 feet ; size of gallery, 12 feet ; size of base, 15 feet 6 inches ; height of tower, base to vane, 40 feet ; height of tower base to centre of lamp, 34 feet : consumes about 180 gallons of oil per season.

May 8th.—Landed stores, inspected lights, &c.; found all in good order. Two sides of the tower have been planked over the clap-boards, and are now tight, but the other two leak. The keeper wants them also planked, and two coats of paint, which is much required.

Description of Lighthouse and Buildings at this station.

The lighthouse and dwelling combined is a square wooden building, painted white, with a red roof.

MONTE DU DAC LIGHTHOUSE, NORTH SHORE.

Lat. $47^{\circ} 7' 40''$ N.; Long. $70^{\circ} 42' 30''$ W.

(E. SIMARD, *Keeper*.)

Fixed white catoptric lights.

Upper Tower—Two No. 1 flat-wick lamps; wooden lanterns; size of reflector, 15 x 5 inches deep; size of glass, $20\frac{1}{2}$ x $37\frac{1}{2}$ inches; size of lantern, 5 feet; size of gallery, 11 feet; size of base, 16 feet; height of tower, base to vane, 34 feet; height of tower base to centre of lamp, 29 feet.

Middle Tower—One No. 1 flat-wick lamp; size of reflectors, 15 by 5 inches deep; size of glass, 36 by 30 inches; size of lantern, 6 feet; size of gallery, 10 feet; size of base, 15 feet; height of tower, base to vane, 24 feet; height of tower base to centre of lamp, 19 feet.

Lower Tower—One No. 1 circular-wick lamp; size of reflectors, 15 by 5 inches deep; size of glass, 36 by 30 inches; size of lantern, 6 feet; size of gallery, 10 feet 6 inches; size of base, 15 feet; height of tower, base to vane, 37 feet; height of tower base, to centre of lamp, 33 feet; consumes about 160 gallons of oil per season.

June 3rd.—Landed stores, inspected lights, &c.; found all in good order.

Description of Lighthouse and Buildings at this Station.

The lighthouse is a square wooden building, painted white, with a red roof.

There is also one dwelling-house and oil shed combined, built of wood, and painted white.

The two range lights are situated a little to the north of the lighthouse, and are built on frame work.

NORTH CHANNEL TRAVERSE RANGE LIGHTS.

Lat. $47^{\circ} 0' 12''$ N., Long. $70^{\circ} 45' 19''$ W.

Lat. $47^{\circ} 0' 24''$ N., Long. $70^{\circ} 44' 51''$ W.

J. MARTEAU, }
F. LEPAGE. } *Keepers.*

Two range lights 1,379 yards apart, at St. Francis, east end of the Island of Orleans, indicate the channel between the West Sands and the Traverse Spit. Both lights are fixed white catoptric lights; No. 1 circular-wick lamps, Wooden lanterns. Size of reflectors, 18 x 6 inches deep; size of glass, 30 x 60 inches; size of lantern, 6 feet; size of gallery, 10 feet; size of base, 16 feet 8 inches. height of tower, base to vane, 28 feet; height of tower base to centre of lamp, 24 feet; consumes about 160 gallons of oil per season.

June 3rd.—Landed stores, inspected the lights, &c., and found them all in good order. The lower tower leaks through the joints; will require battens over them and painting.

Description of Lighthouses and Buildings at these Stations.

The lighthouses and dwellings combined are square wooden buildings, painted white. The oil sheds are also combined with the lighthouses.

The Government has acquired by purchase, from Mr. Francis Lemelin, of St. Francis, 60 square feet of land, upon which the tower is erected, for the sum of \$25, on the 4th March, 1876—Mr. George Larue, Notary Public. Also from Mr. Joseph Marceau, of St. François, 60 square feet of land, upon which the upper tower is erected, for the sum of \$30, on the 29th February, 1876—Mr. George Larue, Notary Public.

PORT ST. JOHN LIGHTHOUSE, ISLAND OF ORLEANS.

Lat. 46° 55' 20" N. ; Long. 70° 53' 30" W.

(C. LANGLOIS, *Keeper.*)

A revolving white catoptric light, shewing a flash every thirty seconds ; two mammoth flat-wick lamps, unlippped chimneys. Iron lantern. Size of reflectors, 21 x 14½ inches deep ; size of glass, 36 x 28 x ¾-inches thick ; size of lantern, 7 feet 6 inches ; size of gallery, 13 feet 6 inches ; size of base, 14 feet ; height of tower from base to vane, 30 feet ; height of tower from base to centre of lamp, 24 feet : consumes about 120 gallons of oil per season.

May 28th.—Landed stores, inspected the lights, revolving gear, &c. ; found all in good order, except the tower, which requires painting ; told the keeper when in Quebec to call at Department and arrange about its being done.

Description of Lighthouse and Buildings at this Station.

The lighthouse and dwelling combined is a square wooden building, painted white. There is also one oil shed, built of wood and painted white.

These buildings are situated on the wharf.

POINT ST. LAWRENCE LIGHTHOUSE, ISLAND OF ORLEANS.

Lat. 46° 51' 50" N ; Long. 71° 0' 40" W.

(J. CHABOT, *Keeper.*)

A fixed white catoptric light ; five mammoth flat-wick lamps, lipped chimneys. Iron lantern. Size of reflectors, 18 x 3 inches deep ; size of glass, 27 x 16 inches ; size of lantern, 6 feet ; size of gallery, 12 feet ; size of base, 16 feet 6 inches ; height of tower from base to vane, 40 feet ; height of tower from base to centre of lamp, 35 feet : consumes about 180 gallons of oil per season.

May 28th.—Landed stores, inspected lights, &c. ; found all in good order.

Some repairs are necessary to the wharf upon which the tower is erected, the greater portion of which will be made by Department of Public Works.

Description of Lighthouse and Buildings at this Station.

The lighthouse and dwelling combined is built of wood, painted white, and situated at the end of the wharf.

The oil store is in the lower part of the building.

The lighthouse has been painted this spring.

SPECIAL REPORT.

QUEBEC, 14th May, 1878.

SIR,—In conformity with your orders I have supplied and inspected all the lighthouses from Quebec to Montreal, and found them in good order, except three or four which you will find noted in my Report.

I have also taken all the sizes of glass, and description of lamps, reflectors and buildings, and all other particulars that may be useful.

I am, Sir,
Yours, &c.,

(Signed) WILLIAM. BARBOUR,
Inspecting Engineer.

J. U. GREGORY, Esq., Agent
Department of Marine and Fisheries, Quebec.

INSPECTING ENGINEER'S REPORT.

LOG OF S. S. DRUID.

May 6th, 1878.—Left Quebec at 6.45 a.m., with lighthouse supplies for stations above Quebec.

LIGHTHOUSES AND LIGHTSHIPS ABOVE QUEBEC.

ST. ANTOINE LIGHTHOUSE, SOUTH SHORE.

Lat. 46° 39' 40" N. ; Long. 71° 38' 10" W.

(L. LAFLEUR, *Keeper.*)

A fixed white catoptric light; two mammoth flat-wick lamps, unlippped chimneys; and two No. 1 circular-wick lamps; size of reflectors, 18 x 6 inches deep, 20 x 12 inches deep; size of glass, 42 x 30 x $\frac{1}{4}$ inches; height of tower from base to vane, 27 feet; height of tower from base to centre of lamp, 20 feet 6 inches; size of lantern, 8 feet; size of gallery, 12 feet square; size of base, 13 feet square: consumes about 260 gallons of oil per season.

May .—Landed stores, inspected lights and buildings, and found all in good order.

Description of Lighthouse and Buildings at this Station.

The lighthouse is a square wooden building, painted white. The oil-shed is combined with the lighthouse.

The Government has acquired by purchase, from Mr. François Xavier Bergeron, of the parish of St. Giles, one arpent in superficies, with right of way, for the sum of £62 10s.—Mr. Côté, Notary Public. Deed of sale, 26th December, 1854.

ST. CROIX LIGHTHOUSE, SOUTH SHORE.

Lat. $46^{\circ} 37' 45''$ N; Long. $71^{\circ} 44' 10''$ W.(J. THURBER, *Keeper*.)

A fixed white catoptric light; two No. 1 circular lamps. Size of reflectors, 20 x 12 inches deep; size of glass, $36 \times 30 \times \frac{1}{2}$ inches; height of tower, base to vane, 41 feet; height of tower, base to centre of lamp, 35 feet; size of lantern, 9 feet; size of gallery, 14 feet; size of base, 17 feet: consumes about 150 gallons of oil per season.

May 6th.—Landed stores, examined the lights with Captain Marmen, and found all in good order and clean. The tower will require two coats of paint this summer.

Description of Lighthouse and Buildings at this Station.

The lighthouse and dwelling combined, is a square wooden building, painted white. The oil store is in the lighthouse.

The Government pays Mr. C. Durocher a yearly rent of \$6 for a strip of land adjoining the lighthouse, as agreed by his letter to the Quebec Trinity House, dated 24th September, 1863, and verbally relinquished all claim to the lot upon which the tower is erected near the beach.

PORT NEUF LIGHTHOUSE, NORTH SHORE (ABOVE QUEBEC.)

Lat. $46^{\circ} 41' 48''$ N; Long. $71^{\circ} 53' 10''$ W.(F. RODRIGUE, *Keeper*.)

Two fixed white catoptric lights, about 180 yards apart. Lower tower:—Two No. 1 circular wick lamps; size of reflectors, 22×12 inches deep and $19\frac{1}{2} \times 12$ inches; size of glass, $30\frac{1}{2} \times 27\frac{1}{2}$ inches, and $30\frac{1}{2} \times 21$ inches; height of tower, base to vane, 30 feet; height of tower, base to centre of lamp, 24 feet; size of lantern, 6 feet; size of gallery, 11 feet; size of base, 18 feet 6 inches x 35 feet. Upper tower:—One mammoth flat-wick lamp, lipped chimnies; size of reflectors, $16\frac{1}{2} \times 2\frac{1}{2}$ inches size of glass, $19\frac{1}{2} \times 19$ inches; size of lantern, 5 feet 2 inches square: size of gallery, 13 feet 6 inches; size of base, 13 feet 6 inches. This tower is a circular stone tower. They consume about 360 gallons of oil per season.

May 6th.—Landed supplies, examined the lights with Captain Marmen, and found all in good order.

Description of Lighthouse and Buildings at this Station.

The lighthouse and dwelling combined, are square stone buildings, painted white. There are also two other buildings, consisting of:—

One oil shed, built of wood, and painted white;

One barn and stable combined, built of wood, and painted white.

The Government acquired by purchase, from Mr. Joseph Poliquin, of Portneuf, one hundred feet in front, French measure, by two hundred feet in depth, for the sum with £125, with buildings thereon.—Mr. Errol B. Lindsay, Notary Public. Deed of sale dated 20th day of April, 1847.

PLATON POINT LIGHTHOUSE, SOUTH SHORE.

Lat. $46^{\circ} 39' 13''$ N; Long. $71^{\circ} 53' 03''$ W.

(P. BRAUDET, *Keeper.*)

Two fixed white catoptric range lights, 208 yards apart. Large tower:—Two mammoth flat-wick lamps, lipped chimnies; size of reflectors, 18×7 inches deep; size of glass, 35×33 inches; height of tower, base to vane, 45 feet; height of tower, base to centre of lamp, 38 feet; size of lantern, 5 feet 9 inches; size of gallery, 11 feet 9 inches; size of base, 18 feet. Small tower:—Two mammoth flat-wick lamps, lipped chimnies; size of reflectors, 18×7 inches deep; size of glass, 24×24 inches; height of tower base to roof, 8 feet; height of tower, base to top, 11 feet; size of base 11 feet 8 inches \times 12 feet 9 inches. The two consume about 150 gallons of oil per season.

May 6th.—Landed stores, examined the lights and buildings with Captain Marmen; found all in good order. The repairs made to the foundation of the large tower by this Agency have been well done, and are in good order; the roof of the small tower required shingling, left shingles and paint for the purpose; made agreement with E. Hamel to do all the work for the sum of \$15.

Description of Lighthouses and Buildings at this Station.

The lighthouses are two square wooden buildings, painted white, and the oil store is combined with one of the lighthouses.

The Government has acquired by purchase, from Michael Gauron, an irregular piece of ground, ending in a point, containing one arpent of land, more or less, for the sum of £27 10s.—Mr. Theodore Doucet, Montreal, Notary Public. Deed of sale, dated 10th January, 1851.

RICHELIEU ISLET LIGHTHOUSE, SOUTH SHORE OF THE ISLET.

Lat. $46^{\circ} 38' 30''$ N.; Long. $71^{\circ} 54' 51''$ W.

(H. BLAIS, *Keeper.*)

A fixed white catoptric light; three mammoth flat-wick lamps, lipped chimneys. Size of reflectors, 18×7 inches deep: size of glass, $36 \times 36\frac{1}{2}$ and $35\frac{1}{2} \times 35\frac{1}{2} \times \frac{1}{4}$ inches; size of lantern, 9 feet; size of gallery, 22 feet 6 inches; size of base, 27 feet; height of tower, base to vane, 35 feet; height of tower to centre of lamps, 29 feet; consumes about 75 gallons of oil per season.

May 7th.—Landed stores, examined the lights and buildings, and found them all in good order. The lantern required to be painted; left paint and oil, and told the keeper to get Mr. Hamel to have the work done.

Description of Lighthouse and Buildings at this Station.

The lighthouse and dwelling combined is a square stone building, and painted white. There is also one oil shed, built of wood, and painted white.

LOTBINIÈRE UPPER LIGHTHOUSE, SOUTH SHORE.

Lat. $46^{\circ} 37' 10''$ N.; Long. $71^{\circ} 56' 21''$ W

(O. C. DE LACHEVROTIERE, *Keeper.*)

A fixed white catoptric light; one mammoth flat-wick lamp; lipped chimneys; Size of reflectors, 15×5 inches deep; size of glass, $36 \times 36 \times \frac{1}{8}$ inches, 24×36 inches

and 22 x 36 inches; size of lantern, 5 feet 9 inches; size of gallery—feet; size of base, feet; height of tower, base to vane, 12 feet; height of tower to centre of lamp, 6 feet 6 inches; consumes about 50 gallons of oil per season.

May 7th.—Landed stores, examined the lights and buildings; found them all in good order, except the lamp and reflector. The latter is very bare, and the frame worn out. I would recommend a new 18-inch reflector and a new lamp.

A lofty spruce tree on the hill, about two acres from this light, has been reserved as a beacon for the navigation of the Richolieu, of which it is an important aid. Thirty square feet around the beacon have been retained, together with a right of passage thereto.

These two lights (upper and lower) are about 1,300 yards apart.

Description of Lighthouse at this Station.

The lighthouse is a square wooden building, painted white, with oil shed combined.

The Government has acquired from the proprietor, Mr. O. C. de Lachevrotière, 30 square feet of land, upon which the light is erected, and also right of way, for the sum of \$100; also, from Mr. Clement Charles Lair, of the same parish, 20 square feet of land, with a white spruce tree thereon, serving as a beacon, with right of way, for the sum of \$20.—Mr. H. C. Austin, Notary Public. Deed of sale dated 11th May, 1875.

LOTBINIÈRE LOWER LIGHTHOUSE, SOUTH SHORE.

Lat. 46° 37' 10" N.; Long. 71° 56' 21" W.

(O. BEAUDET, *Keeper.*)

A fixed white catoptric light; one mammoth flat-wick lamp, unlippped chimneys. Size of reflector, 14 x 4½ inches deep; size of glass, 36 x 36 x ¼ inches, and 36 x 24 x ¼ inches; size of lantern, 5 feet 6 inches; size of wharf, 14 feet; size of base, 9 feet 8 inches; height of tower, base to vane, 15 feet; height of tower base to centre of lamp, 11 feet; consumes about 50 gallons of oil per season.

May 7th.—Landed stores, examined the lights and buildings, and found all in good order.

Description of Lighthouse at this Station.

The lighthouse is a square wooden building, painted white.

The Government purchased from Mr. O. Beaudet, a piece of land, 25 feet by 50 feet long, with right of way, for the sum of \$50.—Mr. H. C. Austin, Notary Public, Quebec. Date of deed of sale, 19th July, 1875.

RIVIÈRE DUCHÊNE LIGHTHOUSE, SOUTH SHORE.

Lat. 46° 35' 5" N.; Long. 71° 59' 35" W.

(O. LANGLOIS, *Keeper.*)

A fixed white catoptric light; two mammoth flat-wick lamps, lipped chimneys; Size of reflectors, 15 x 5½ and 18 x 6 inches; size of glass, 34½ x 29 x ¼ inches, and 14 x 21½ inches; size of base, 10 feet square; height of tower, base to vane, 7 feet 6 inches; consumes about 120 gallons of oil per season.

May 7th.—Landed stores, examined the lights and buildings; found lights in good order, but the building will require a new floor, 12½ feet x 7 feet by 3 feet, also two new beams.

Description of Lighthouse at this Station.

The lighthouse is a square wooden building, painted white, with oil store combined.

The Government owns at this station, a piece of land, 30 feet square, with right of way; purchased the same from Widow Langlois. Deed passed by Mr. De Lachevrotière, Notary Public, Lotbinière.

GRONDINES LIGHTHOUSE, NORTH SHORE.

Lat. 46° 35' 49" N.; Long. 72° 4' 12" W.

(Upper Tower, E. TROTIER, *Keeper*; Lower Tower, J. TROTIER, *Keeper*.)

Two fixed white catoptric lights, 1,350 yards apart. Upper tower contains two mammoth flat-wick lamps; unlippped chimneys; size of reflectors, $14\frac{1}{2} \times 5\frac{1}{2}$ inches, and 18×7 inches; size of glass, $34 \times 31\frac{1}{2}$ inches.

Lower tower contains one No. 1 flat-wick lamp, unlippped chimney and one mammoth flat wick lamp, unlippped chimney; height of tower from base to vane, 18 feet; size of lantern, $8\frac{3}{4}$ feet; size of glass, 36×36 inches: consumes about 70 gallons of oil per season.

May 7th.—Landed stores, examined the lights and buildings, and found all in good order.

Description of Lighthouses at this Station.

The lighthouses are two square wooden towers, with oil-stores combined, and painted white.

The Government has purchased from both of the keepers of the Grondines Lighthouses, 24 feet square of land, upon which each tower is erected, with a right of way.

CAPE CHARLES LIGHTHOUSES, SOUTH SHORE.

Lat. 46° 53' 39" N.; Long. 72° 4' 15" W.

(F. BOISVERT, *Keeper*.)

Two fixed white catoptric lights, eighty yards apart. Upper tower contains one flat-wick lamp, unlippped chimney; size of reflector, $20\frac{1}{2} \times 8$ inches deep; size of glass, $21 \times 21 \times \frac{1}{8}$ inches.

Lower tower, contains one mammoth flat-wick lamp, unlippped chimney; size of glass, 28×36 inches and 28×34 inches; height of tower from base to vane, ; height of tower from base to centre of lamp, ; size of lantern, 4 feet 4 inches; size of gallery, 10 feet 10 inches: consumes about 110 gallons of oil per season.

The mammoth flat-wick lamp is an extra lamp put up last summer to improve the light, as it was reported by the captains of the Montreal boats as being not strong enough.

May 7th.—Landed stores, examined the lights and buildings, and found all in good order.

Description of Lighthouses at this Station.

The lighthouses are two square wooden buildings, and painted white.

The Government pays an annual rent of \$10 for the use of the land upon which the lighthouses are erected, with right of way, payable to the keeper, who is owner of the land.

ST. PIERRE DES BECQUETS LIGHTHOUSE, SOUTH SHORE.

Lat. $46^{\circ} 30' 28''$ N.; Long. $72^{\circ} 12' 30''$ W.(S. FRANCEUR, *Keeper.*)

A fixed white catoptric light; two mammoth flat-wick lamps; lipped chimneys. Wooden lantern. Size of reflectors, 18×7 inches deep; size of glass, $27\frac{1}{2} \times 38$ inches; height of tower from base to vane, 32 feet; height of tower from base to centre of lamp, 26 feet; size of lantern, 6 feet; size of platform, 12 feet; size of base, 14 feet, consumes about 70 gallons of oil per season.

May 8th.—Landed stores and inspected the lights and buildings, and found all in good order.

Description of Lighthouse at this Station.

The lighthouse is a square wooden building, painted white, with oil-shed combined.

The Government has acquired by purchase, from Michael William Baby, of the city of Quebec, about 25 feet square of land with right of way, for the sum of £50. Mr. T. Doucet, Notary Public. Deed of sale dated 17th June, 1864.

The Government has also acquired 12 feet square more land for lighthouse purposes, from Mr. F. X. O. Méthot, proprietor of the adjoining land.

BATISCAN LIGHTHOUSE, NORTH SHORE—LOWER TOWER.

Lat. $46^{\circ} 30' 16''$ N.; Long. $72^{\circ} 14' 52''$ W.(J. FUGERÉS, *Keeper.*)

A fixed white catoptric light; one mammoth flat-wick lamp, unlippped chimneys. Wooden lantern, covered with tin. Size of reflectors, 18×7 inches deep; size of glass, $36 \times 36 \times \frac{1}{8}$ inches deep; height of tower from base to vane, 12 feet; height of tower from base to centre of lamp, 7 feet; size of lantern, 6 feet; size of gallery, 12 feet square; built on a square wooden block, 11×11 feet and 5 feet 6 inches high: consumes about 60 gallons of oil per season.

May 8th.—Landed stores and inspected the lights and buildings; found the lamp and reflectors in very bad order; changed it to a mammoth flat-wick lamp.

Description of Lighthouse at this Station.

The lighthouse is a small square wooden building, painted white, with oil-shed combined.

The Government pays an annual rent of \$6 to the keeper, who is proprietor of the land upon which the lighthouse stands.

BATISCAN LIGHTHOUSE, NORTH SHORE.

Lat. $46^{\circ} 30' 16''$ N.; Long. $72^{\circ} 14' 52''$ W.(J. MARCHAND, *Keeper.*)

A fixed white catoptric light; one mammoth flat-wick lamp, lipped chimneys. Size of reflectors, 18×7 inches deep; size of glass, $36 \times 36 \times \frac{1}{8}$ inches thick; height of tower from base to vane, 36 feet; height of tower from base to centre of lamp, 32

feet ; size of gallery, 12 feet ; size of base, 14 feet : consumes about 50 gallons of oil per season.

May 8th.—Landed stores, inspected the lights and buildings, and found the lighthouse required painting ; left paint and oil, and made arrangements with Mr. Fergus to do it for the sum of \$6 ; also found the lamp and reflector very old ; changed it to one mammoth flat-wick lamp, which will be a great improvement.

Description of Lighthouse at this Station.

The lighthouse is a square wooden building, painted white, with oil-shed combined.

This light is situated about 222 yards from the last light.

The Government pays an annual rent of \$6 to the keeper, who is proprietor of the land upon which the lighthouse stands.

POINT AU CITROUILLE LIGHT, NORTH SHORE.

Lat. 46° 27' 12" N. ; Long. 72° 16' 10" W.

(C. BRUNEL, *Keeper.*)

This is a temporary light on the top of a frame to indicate the point. It is a fixed white light, with a mammoth flat-wick lamp ; a tower and lantern with two lamps, and is much needed here.

It consumes about 40 gallons of oil per season.

CHAMPLAIN LIGHTHOUSE, NORTH SHORE.

Lat. 46° 24' 34" N. ; Long. 72° 20' 32" W.

(N. HARDY, *Keeper.*)

A fixed white catoptric light ; two mammoth flat-wick lamps, unlippped chimneys. Size of reflectors 18 x 7 inches deep ; size of glass, 36 x 30 x $\frac{1}{4}$ inches ; height of tower from base to vane, 20 feet ; height of tower from base to centre of lamp, 15 feet ; size of lantern, 8 feet ; size of platform, 12 feet ; size of base, 11 feet.

May 8th.—Landed stores, inspected the lights and buildings, and left three carpenters to put up a new lighthouse, to replace the old one taken down.

Description of Lighthouse at this Station.

The lighthouse is a small square wooden building, painted white, with oil store combined.

CAP DE LA MADELEINE LIGHTHOUSES, NORTH SHORE.

Lat. 46° 23' 46" N. ; Long. 72° 27' 18" W.

(P. MANUEL, *Keeper.*)

Two fixed white catoptric lights, 190 yards apart ; upper tower contains one mammoth flat wick lamp, unlippped chimney. Wooden lantern. Upper tower : Size of reflector, 18 x 7 inches deep ; size of glass, 30 $\frac{1}{2}$ x 36 x $\frac{1}{4}$ inches thick ; height of tower from base to vane, 24 feet ; height of tower from base to centre of lamp, 20 feet ; size of lantern, 6 feet ; size of gallery, 12 feet ; size of base, 12 feet square.

Lower tower contains one mammoth flat-wick lamp, unlippped chimney. Wooden lantern. Size of reflector, 18 x 7 inches; size of glass, $30\frac{1}{2}$ x 36 inches; height of tower from base to vane, 12 feet; height of tower from base to centre of lamp, 7 feet; size of lantern, 6 feet; size of gallery, 12 feet; size of base, 6 feet. These lights consume about 50 gallons of oil per season:

May 8th.—Landed stores, inspected the lights and buildings, and found all in good order.

Description of Lighthouses at this Station.

There are two square wooden buildings, painted white, with oil store combined.

The Government have acquired by purchase, a piece of land 25 feet square, for the sum of £3. 0. 0. from Mr. Joseph Moise, Denoncour. Mr. Theodore Doucet, Montreal, Notary Public. Deed of sale, September 14th, 1857.

Owing to the embankment giving way this lighthouse was removed a distance further back, which brings it now on the land of Mr. Zenobé Toupin, from whom 18 x 25 feet of land, with right of way, was bought for the sum of \$30. Deed of sale made at Three Rivers, by Mr. Octave Guillett, Notary Public, dated 8th August, 1877.

CAPE DE LA MADELEINE LIGHTHOUSES, NORTH SHORE.

Lat. $46^{\circ} 23' 16''$ N; Long. $72^{\circ} 28' 38''$ W.

(J. MONTPLAISIR, Keeper.)

Two mammoth flat-wick lamps, 235 yards apart. The upper tower contains one mammoth flat-wick lamp, unlippped chimney. Lower tower:—Wooden lantern; size of reflectors, 18 x 7 inches deep; size of glass, $35 \times 27\frac{1}{2} \times \frac{1}{2}$ inches; height of tower, base to vane, 12 feet; height of tower, base to centre of lamp, 7 feet; size of lantern, 6 feet; size of base, 6 feet; size of gallery, 11 feet square; built on a square wooden platform, 11 feet square, 4 feet high. Upper tower contains 1 mammoth flat-wick lamp, unlippped chimney; wooden lantern; size of reflector, 18 x 7 inches deep; size of glass, $36 \times 36 \times \frac{1}{2}$ inches; height of tower, base to vane 41 feet; height of tower, base to centre of lamp, 36 feet; size of lantern, 6 feet: consume about 100 gallons of oil per season.

May 8th.—Landed stores, and inspected the buildings and lights; the lower tower wants painting inside. The upper tower building will require a new stone foundation; the tower is to one side and the wooden posts foundation have been all patched and are rather rotten.

Description of Lighthouses at this Station.

The lighthouses are two square wooden buildings, painted white, with oil shed combined.

The Government pays an annual rent of \$12 to the keeper, who is proprietor of the land upon which the lighthouse stands.

PORT ST FRANCIS LIGHTHOUSES, SOUTH SHORE.

Lat. $46^{\circ} 16' 20''$ N; Long. $72^{\circ} 37' 15''$ W.

(C. DUVAL, Keeper.)

Two fixed white catoptric lights. The upper tower contains two No. 1 flat-wick lamps, unlippped chimneys; size of reflectors, 15 x 5 inches deep; size of glass, $31\frac{1}{2} \times 20 \times \frac{1}{2}$ inch; height from base to vane, 25 feet; height from base to centre of

lamp, 19 feet 6 inches; size of lantern, 6 feet, size of base, 18 feet; platform 6 feet square, 4 feet high, painted black. Lower tower contains one flat-wick lamp, unlippped chimney; size of reflector, 15 x 5½ inches deep; size of glass, 31½ x 27 x ½ inches deep; platform same as upper tower: consumes about 70 gallons of oil per season. These lights are about 3,240 yards apart, and are removed in winter.

May 8th.—Landed stores, inspected the lights and buildings, and found all in good order.

Description of Lighthouses at this Station.

These lights are octagonal wooden buildings, painted white, with oil shed combined.

POINT DU LAC LIGHTHOUSE, NORTH SHORE.

Lat. 46° 16' 50" N; Long 72° 40' 22" W.

(M. PAQUIN, *Keeper.*)

A fixed white catoptric light; one mammoth flat-wick lamp, unlippped chimney. Size of reflector, 18 x 7 inches deep; size of glass, 26½ x 17 x ½ inches; height of tower from base to vane, 30 feet; height of tower from base to centre of lamp, 26 feet; size of gallery, 11 feet; size of base, 12 feet 6 inches: consumes about 70 gallons of oil per season.

May 9th.—Landed stores, inspected the light and building; found all in good order.

Description of Lighthouse at this Station.

The lighthouse is an octagonal wooden building, painted white, with oil store combined.

The Government has acquired by purchase, from Mr. Medard Paquin, of the parish of Point du Lac, about 20 feet x 70 feet, French measure, of lands upon which the tower is erected, for the sum of £7 10s. Mr. Theodore Doucet, Notary Public. Deed of sale, dated 19th May, 1857.

NO. 3 LIGHTSHIP, LAKE ST. PETER.

Lat. 46° 15' 58" N.; Long. 72° 42' 18" W.

(AMADIE MAGNON, *Keeper.*)

A fixed white catoptric light; one mammoth circular-wick lamp. Size of glass 26 x 26 inches: consumes about 120 gallons of oil per season.

May 9th.—Landed stores, inspected light and ship; found the deck and covering board in very bad order, and would recommend new ones next winter.

This vessel is removed at the end of the season of navigation, and is laid up at Sorel.

Description of Lightship.

The lightship is built of iron and painted black, with red stripe, and was put on her station for the first time in 1856.

She is 80 feet long, 20 feet beam and 10 feet depth of hold, with lantern in the centre, and is moored on the north side of the channel.

NO. 2 LIGHTSHIP, LAKE ST. PETER.

Lat. $46^{\circ} 11' 39''$ N.; Long. $72^{\circ} 53' 20''$ W.

(HECTOR Fiset, *Keeper.*)

A fixed white catoptric light; one mammoth circular-wick lamp. Size of glass, 26×26 inches and $26 \times 12\frac{1}{2}$ inches: consumes about 120 gallons of oil per season.

May 9th.—Landed stores, and inspected the light and ship with Captain Marmen; found her in first-class order; the repairs done last winter, being well made, the vessel will last for many years.

This vessel is removed at the approach of winter and laid up at Sorel.

Description of Lightship.

This vessel is the same size and build and appearance as the two others.

The keeper records daily the depth of water on the flats, which at night are shown by red figures on a large lantern for the purpose, and in daytime by black letters on a white board.

NO. 1 LIGHTSHIP, LAKE ST. PETER.

Lat. $46^{\circ} 9' 39''$ N.; Long. $72^{\circ} 56' 50''$ W.

(A. AUGER, *Keeper.*)

A fixed white catoptric light; one mammoth circular-wick lamp. Size of glass, 26×26 inches and $26 \times 12\frac{1}{2}$ inches; consumes about 120 gallons of oil per season.

May 9th.—Landed stores, examined the light and ship, and found all in good order.

Description of Lightship.

This vessel is built the same as the others, and painted black, with red bottom, and "No. 1," in white letters, on each side.

She is also removed and laid up at Sorel at the approach of winter.

ISLE AUX RAISINS LIGHTHOUSES, ON THE ISLAND.

North side of Island.

Lat. $46^{\circ} 6' 14''$ N.; Long. $72^{\circ} 57' 50''$ W.

South side of Island.

Lat. $46^{\circ} 6' 0''$ N.; Long. $72^{\circ} 58' 0''$ W.

(O. LETENDRE, *Keeper.*)

Two fixed white catoptric lights; towers about ten acres apart. Upper tower contains two No. 1 flat-wick lamps, unlippped chimneys; wooden lantern; size of reflectors, $14 \times 4\frac{1}{2}$ inches deep; size of glass, $36 \times 36 \times \frac{1}{8}$ inches and $36 \times 20\frac{1}{2} \times \frac{1}{8}$ inches; height of tower, base to vane, 64 feet; height of tower, base to centre of lamp, 60 feet; size of lantern, 6 feet; size of gallery, 12 feet; size of base, 22 feet. Lower tower contains one flat-wick lamp, unlippped chimneys; size of reflectors, $14 \times 4\frac{1}{2}$ inches; size of glass, $31\frac{1}{2} \times 20\frac{1}{2} \times \frac{1}{8}$ inch; height of tower, base to vane, 20 feet; height of tower base to centre of lamp, 16 feet; size of lantern, 5 feet; size of gallery, 11 feet; size of base, 9 feet; it is taken away in the fall on account of the ice. They consume about 100 gallons of oil per season.

May 9th.—Landed stores, inspected lights and buildings; the upper tower will require two coats of paint and a good deal of the clap-boarding re-nailed; all the rest is in good order.

Description of Lighthouses at this Station.

The lighthouses are two square wooden buildings, painted white, with oil stores combined, erected on piers.

The Government owns $17\frac{1}{2}$ acres of land, purchased from Mr. Joseph Pallus and Mr. Oliver Pallus, for lighthouse purposes.

ISLE A LA PIERRE LIGHTHOUSE, POINT OF THE ISLAND.

Lat. $46^{\circ} 5' 54''$ N. ; Long. $72^{\circ} 59' 40''$ W.

(J. LAMOUREAUX, *Keeper.*)

A fixed white catoptric light ; two No. 1 flat-wick lamps, unlippped chimneys. Size of reflector, $14 \times 4\frac{1}{2}$ inches deep. Wooden lantern. Size of glass, $28 \times 36 \times \frac{1}{2}$ inches, $30 \times 27\frac{1}{2} \times \frac{1}{2}$ inches ; height of tower from base to vane, 33 feet ; height of tower from base to centre of lamp, 26 feet ; size of lantern, 6 feet ; size of gallery, 9 feet 6 inches ; size of base, 14 feet : consumes about 60 gallon of oil per season.

May 9th.—Landed stores, inspected the light and buildings, and found all in good order.

Description of Lighthouses at this Station.

They are two square wooden buildings, painted white, with oil store combined, built on a wooden block, 20 feet square by 14 feet high, and painted black.

The Department owns 20 arpents of land covered with trees, which was acquired to protect the buildings from being carried away in the spring when the ice breaks up and water is very high.

ISLE DE GRACE LIGHTHOUSE, ON THE ISLAND.

Lat. $46^{\circ} 4' 13''$ N. ; Long. $72^{\circ} 2' 34''$ W.

(EDWARD PAUL, *Keeper.*)

A fixed white catoptric light ; two No. 1 flat-wick lamps, unlippped chimneys. Wooden lantern. Size of reflectors, $14 \times 4\frac{1}{2}$ inches deep ; size of glass, $25 \times 19 \times \frac{1}{2}$ inches ; height of tower from base to vane, 24 feet ; height of tower from base to centre of lamp, 18 feet 6 inches ; size of lantern, 5 feet ; size of gallery, 10 feet ; size of base, 10 feet : consumes about 60 gallons of oil per season.

May 9th.—Landed stores, inspected the lights and buildings ; found all in good order.

Description of Lighthouse at this Station.

The lighthouse is a small octagonal wooden building, painted white, with oil store combined.

The Government has acquired by purchase from the Rev. Hillaire Millior, Curé, a piece of land 60 feet square, French measure, for the sum of \$30. Mr. Theodore Doucet, Notary Public. Deed of sale, dated 2nd September, 1871.

SOREL HARBOUR LIGHT.

Lat. $46^{\circ} 2' 30''$ N. ; Long. $73^{\circ} 7' 18''$ W.

Two red lights on the Richelieu Company's Wharf to indicate the harbour, are maintained by the Company at an allowance of \$85 per season.

Upper tower contains one mammoth flat-wick lamp, lipped chimney. Size of reflector, 12×2 inches deep glass; size of upright post at bottom, $8 \times 4\frac{1}{2}$ inches.

Lower tower, same as upper tower with ruby glasses $13\frac{1}{2}$ inches wide by 24 inches high.

May 9th.—Landed and inspected the lights and buildings. The lower tower light is built on a frame work with small lantern on top, it is now old; the upper tower lantern is on top of a diagonal frame which is also very old, and the lantern worn out and both will require to be renewed this winter.

LAVALTRIE LIGHTHOUSE, SOUTH SIDE OF THE ISLAND.

Lat. $45^{\circ} 52' 55''$ N. ; Long. $75^{\circ} 16' 0''$ W.

(D. GIGUERE, *Keeper*.)

A fixed white catoptric light. Upper tower contains two mammoth flat-wick lamps, lipped chimneys; size of reflectors, $15 \times 4\frac{1}{2}$, and $20 \times 8\frac{1}{2}$ inches deep; size of glass, $20\frac{1}{2} \times 25 \times \frac{1}{8}$ inches; height of tower from base to vane, 28 feet; height of tower from base to centre of lamp, 25 feet; size of lantern, 5 feet 6 inches; size of gallery, 9 feet; size of base, 13 feet; built on a block 18 feet square by 9 feet high, painted black.

The lower tower contains two mammoth flat-wick lamps, lipped chimneys. Size of reflectors, $16 \times 5\frac{1}{2}$ inches deep; size of glass, $21 \times 27\frac{1}{2} \times \frac{1}{8}$ inches; height of tower from base to vane, 10 feet; height of tower from base to centre of lamp, 5 feet 8 inches; size of lantern, 6 feet; size of gallery, 13 feet; size of base, 6 feet: consume about 120 gallons of oil per season.

May 10th.—Landed stores, and inspected the lights and buildings. The upper tower will require renewing this winter. Captain Marmen told the keeper to find out the cost of a new one, and let the Department know; the lower tower is in good order.

Description of Lighthouses at this Station.

The lighthouses are small square towers, built of wood, painted white, with oil-store combined.

The Government has acquired by purchase from Mr. Albert Lesiege dit Lafontaine, a piece of land, 30 square feet, for the sum of \$50. Mr. Theodore Doucet, Notary Public. Deed of sale, dated May 5th, 1859.

A ground rent of \$30 per annum is also paid to Mr. G. De Lanondière, for the other light.

CONTRECOEUR LIGHTHOUSES, SOUTH SHORE.

Lat. $45^{\circ} 49' 52''$ N ; Long. $73^{\circ} 17' 0''$ W.

(Lower Tower, F. LACROIX, *Keeper*;—Upper Tower, J. GERVAIS, *Keeper*.)

Fixed white catoptric lights; lower tower contains one flat-wick lamp, unlipped chimney; size of reflector, $14 \times 4\frac{1}{2}$ inches deep; size of glass, $34 \times 25 \times \frac{1}{8}$ inches; height of tower, base to vane, 13 feet; height of tower, base to centre of lamp, 6 feet 6 inches; size of lantern, 6 feet; size of gallery, none; size of base, 6 feet. This light is built on a square wooden frame, 14 feet square, 5 feet high.

The upper tower same as lower tower. Height tower, base to vane, 41 feet; height of tower, base to centre of lamp, 35 feet; size of lantern, 5 feet 9 inches; size of gallery, 17 feet square; size of base, 18 feet 6 inches. Those lights are about 1,500 yards apart: consume about 50 gallons of oil per season.

May 10th.—Landed stores, inspected lights &c., and found all in good order.

The Government acquired by purchase a piece of land 30 x 40 feet from Mr. F. Lacroix, for the sum of £6 15s. Mr. Theodore Doucet, Notary Public. Deed of sale, dated May 7th, 1858.

ISLE AUX PRUNES LIGHTHOUSE, ON THE ISLAND.

Lat. 45° 46' 50" N; Long. 73° 22' 30" W.

(J. B. LAROSE, *Keeper.*)

A fixed white catoptric light; two No. 1 flat-wick lamps, unlippped chimneys. Size of reflectors, 14 x 4½, and 15 x 5 inches deep; size of glass, 32 x 20 x ½ inches; height of tower, base to vane, 27 feet; height of tower, base to centre of lamp, 23 feet 6 inches; size of lantern, 5 feet; size of gallery, 12 feet; size of base, 12 feet 6 inches: consumes about 25 gallons of oil per season.

May 10th.—Landed stores, inspected lights and buildings, and found that this tower will require renewing next spring as the present one is not reliable.

Description of Lighthouse at this Station.

The lighthouse is a small square wooden building, painted white, with oil-store combined.

The Government has acquired, by purchase from Mr. Olivier Chagnon dit Larose, a piece of land 50 feet square, for the sum of \$60. Mr. Theodore Doucet, Notary Public. Deed of sale, dated February 20th, 1866.

REPENTIGNY LIGHTHOUSE, NORTH SHORE.

Lat. 45° 45' 2" N; Long. 73° 26' 8" W.

(G. RIVET, *Keeper.*)

A fixed white catoptric light; one No. 1 flat-wick lamp, unlippped chimney. Woodern lantern. Size of reflectors, 14 x 4½ inches deep; size of glass, 36 x 36 x ½ inches; size of lantern, 6 feet; size of gallery, 12 feet; size of base, 14 feet; height of tower, base to vane, 35 feet; height of tower, base to centre of lamp, 30 feet: consumes about 25 gallons of oil per season.

May 11th.—Landed stores, inspected the lights &c.; found all in good order, with exception of the foundation of tower; it is built on wooden posts 3 feet high, and they always lift with the frost; a stone foundation is required here.

Description of Lighthouse at this Station.

The lighthouse is a square wooden building, painted white, with oil store combined.

The Government purchased from the proprietor, Mr. C. Rivet, the lighthouse keeper, a piece of land 40 feet square, on which the lighthouse is built.

REPENTIGNY LIGHTHOUSE, 170 YARDS FROM THE OTHER TOWER.

Lat. $45^{\circ} 45' 2''$ N.; Long. $73^{\circ} 26' 8''$ W.

(J. B. LACHAPELLE, *Keeper.*)

This light is similar in every respect to the other light. Size of lantern, 6 feet; size of gallery, 11 feet 6 inches; size of base, 6 feet; height of tower, base to vane, 11 feet; height of tower, base to centre of lamp, 6 feet 6 inches: consumes about 25 gallons of oil per season.

May 11th.—Land stores, inspected lights &c.; found all in good order.

Description of Lighthouse at this Station.

The lighthouse is a small square wooden building, painted white with oil-store combined.

The Government acquired, by purchase from Mr. Joseph Grenier, a piece of land 24 feet square, for lighthouse purposes.

ISLE À LA BAGUE LIGHTHOUSE, NORTH SIDE OF THE ISLET.

Lat. $45^{\circ} 44' 14''$ N.; Long. $73^{\circ} 26' 15''$ W.

(J. ETHIER, *Keeper.*)

A fixed white catoptric light; two No. 1 flat-wick lamps, unlippped chimneys. Size of reflectors, $14 \times 4\frac{1}{2}$ inches deep; size of glass, ; height of tower from base to vane, 18 feet; height of tower from base to centre of lamp, 15 feet; size of lantern, 5 feet; size of gallery, 12 feet; size of base, 12 feet six inches: consumes about 50 gallons of oil per season.

May 11th.—Landed stores, inspected the lights, &c., and found all in good order.

This light is removed at the end of the season of navigation.

Description of Lighthouse at this Station.

The lighthouse is an octagonal building of wood, painted white, with oil-store combined.

The Government has purchased the whole of the island from Mr. Henry O. Andrews, for the sum of £50. Mr. Theodore Doucet, Notary Public. Deed of sale, dated 18th February, 1848. Some necessary repairs to wharf were attended to.

ISLE STE. THÉRÈSE LIGHTHOUSES, ON THE ISLAND.

Lat. $45^{\circ} 41' 22''$ N.; Long. $73^{\circ} 27' 40''$ W.

(THEO. BRADEUR, *Keeper.*)

Fixed white catoptric lights; two towers, 220 yards apart, with three mammoth flat-wick lamps, unlippped chimneys. Size of reflectors, 18×7 inches deep; size of glass, $35 \times 35 \times \frac{1}{8}$ inches.

Lower tower.—Wooden lantern. Height of tower from base to vane, 22 feet; height of tower from base to centre of lamp, 15 feet 6 inches; size of lantern, 5 feet; size of gallery, 10 feet; size of base, 5 feet, and is built on a wooden platform, 9 feet high and 10 feet square.

Upper tower.—Height from base to vane, 38 feet; height of tower from base to centre of lamp, 34 feet 8 inches; size of lantern, 8 feet 6 inches; size of gallery, 17 feet; size of base, 18 feet 6 inches, and built on a square wooden block, painted black: consume about 150 gallons of oil per season.

May 11th.—Landed stores, inspected lights, &c., and found all in good order. As the two lanterns in the lower tower wanted painting, left paint for that purpose.

Description of Lighthouses at this Station.

The lighthouses are two square wooden buildings, painted white, with oil-stores combined.

The Government owns a piece of land of about 24 feet square at each of the two towers, purchased from Mr. Massue and Mr. Bradeur.

ISLE ST. THÉRÈSE LIGHTHOUSE, NORTH SIDE OF THE ISLAND.

Lat. ° ' " N.; Long. ° ' " W.

(SAMUEL REEVES, *Keeper*.)

A fixed white catoptric light; one mammoth flat-wick lamp, unlippped chimney. Size of reflector, 18 x 7 inches deep; size of glass, $24\frac{1}{2}$ x 36 x $\frac{1}{4}$ inches; height of tower from base to vane, 10 feet; height of tower from base to centre of lamp, 5 feet 6 inches; size of lantern, 5 feet; size of base, 5 feet: consumes about 30 gallons of oil per season.

May 11th.—Landed stores, inspected the lights, &c., and found all in good order.

Description of Lighthouse at this Station.

The lighthouse is a small wooden building, painted white, with oil-store combined. There is also a small square wooden building near to it, for a dwelling-house for the keeper.

The Government occupies a piece of land about 24 feet square, which belongs to the heirs of Mr. Rivet, and cannot be sold on account of the absence of some of them.

POINTE AUX TREMBLES LIGHTHOUSE, NORTH SHORE.

Lat 45° 38' 26" N.; Long. 73° 29' 20" W.

(ANTOINE LAMOUREUX, *Keeper*.)

Two fixed white catoptric lights, 600 yards apart; two mammoth flat-wick lamps, unlippped chimneys.

Upper tower.—Size of reflectors, 16 x 6 inches deep; size of glass, 33 x 30 x $\frac{1}{4}$ inches; height of tower from base to vane, 54 feet; height of tower from base to centre of lamp, 50 feet 6 inches; size of lantern, 6 feet; size of gallery, 12 feet; size of base, 20 feet 6 inches.

Lower tower.—Size of reflectors, 19 x $5\frac{1}{2}$ inches deep; size of glass, 36 x 33 x $\frac{1}{4}$ inches; height of tower from base to vane, 26 feet; height of tower from base to centre of lamp, 22 feet; size of lantern, 6 feet; size of gallery, 12 feet; size of base, 11 feet: consume about 100 gallons of oil per season.

May 11th.—Landed stores, inspected lights, &c., and found all in good order.

Description of Lighthouses at this Station.

The lighthouses are octagonal wooden buildings, painted white, with oil-stores combined.

The Government acquired, by purchase from Mr. Antoine Lamoureux, a piece of land, 25 square feet, for the sum of £25. Mr. Theodore Doucet, Notary Public. Deed of sale, dated August 31st, 1867. Also, from Mr. Francois Beaudoin, a piece of land, 30 feet square, for the sum of \$30. Mr. A. Lecours, Notary Public. Deed of sale, dated May 30th, 1859.

MONTREAL HARBOUR LIGHTHOUSES.

Lat. 45° 30' 22" N. ; Long. 73° 33' 14" W.

(WM. JEFFS, *Keeper.*)

Two fixed red lights, 73 yards apart; one 38 feet and the other 29 feet above the water's edge; they indicate the deepest channel to and from the Harbour. Two mammoth flat-wick lamps, lipped chimneys. Upper tower—Size of glass, 32 x 23½ inches; size of reflector, 13 x 7 inches deep. Lower tower—Size of reflector, 18 x 7 inches deep; size of glass, 25½ x 17½ inches; height of towers, base to vane, 29 feet; base to centre of lamp, 25 feet; size of lantern, 5 feet 6 inches; size of gallery, 10 feet; size of base, 16 feet: they consume about 100 gallons of oil per season.

May 11th.—Landed stores, inspected the lights, &c., and found that new lamps were wanted, and had them put up; the buildings are very old, and I would recommend that new ones be put up next spring. I would also suggest that the new ones should be built ten or twelve feet higher than the old ones, as when there is a large ship at the wharf the light can hardly be seen.

Description of Lighthouses at this Station.

The lighthouses are two octagonal wooden buildings, painted white, with oil stores combined.

**LIGHTHOUSES BETWEEN ST. JOHNS, PROVINCE OF QUEBEC, AND
THE BOUNDARY LINE, LAKE CHAMPLAIN.**

ASH AND BLOODY ISLAND LIGHTS.

Lat. 45° 1' 20" N. ; Long. 73° 25' 0" W.

Lat. 45° 1' 0" N. ; Long. 73° 24' 50" W.

(J. W. HAMMOND, *Keeper.*)

Ash and Bloody Island Range Lights are about three-quarters of a mile apart.

They are placed in range with the channel above the Islands, and the side lights are to show the channel past the west side of both Islands.

Ash Island Lighthouse is a square framed tower, with small dwelling attached, and painted white.

The lights are about 44 feet above water; the main one showing in the direction of the low lights on Bloody Island. The lights on Bloody Island are in a small white building, on a timber pier, about 14 feet above water; the main light shewing up stream in the direction of the channel. There are two flat-wick lamps and two reflectors in each building.

LACOLLE LIGHTHOUSE.
(W. H. VANVLICK, *Keeper.*)

Two towers forming range lights, leading between Lacolle and St. Valentine. Upper tower contains one mammoth flat-wick lamp; 15-inch reflector; size of glass, $32 \times 36 \times \frac{1}{8}$ inches. The lower tower contains two mammoth lamps; 15-inch reflectors; size of glass, $36 \times 30 \times \frac{1}{8}$ inches. A side-lamp indicates these points to passing vessels before they come into range.

ST. VALENTINE LIGHTHOUSE.

(P. MARTIN, *Keeper.*)

Two towers, eleven and a half miles from St. Johns, and six and a half miles from north Halfway Point. These are range lights, leading across the river at the foot of Isle aux Noirs. The upper tower contains one mammoth flat-wick lamp, 16-inch reflectors; size of glass, $36 \times 20 \times \frac{1}{8}$ inches. The lower tower contains two mammoth flat-wick lamps; 16-wick reflectors; size of glass, $32 \times 36 \times \frac{1}{8}$ inches.

NORTH OF HALFWAY POINT LIGHTHOUSES.

(D. MENARD, *Keeper.*)

Two towers on the south side of the river, five miles from St. Johns.

These are range lights, leading between Halfway Point and Ile aux Noirs. The upper tower contains one mammoth flat-wick lamp, 20-inch reflector; size of glass, $36 \times 36 \times \frac{1}{8}$ inches. Lower tower contains two mammoth flat-wick lamps; 16-inch reflectors; size of glass, $32 \times 36 \times \frac{1}{8}$ inches.

May 11th.—Landed all the stores for these lights at Sorel to be forwarded.

INSPECTING ENGINEERS REPORT 1877.

Left Quebec September 18th, at 11.45 a.m., arrived at Green Island, at 11.30 p.m.; landed the powder, and examined the lights and fog-gun, and found all in good order, and left at 12.45 a.m., for

BICQUET LIGHTHOUSE.

And arrived September 19th, at 4.15 a.m.; landed supplies and powder examined the lights and fog-gun, and found them in good order, and left at 6.15 a.m.

FATHER POINT LIGHTHOUSE.

Arrived at 8 a.m.; landed supplies, also a canoe for assisting shipwrecked crews; placed it in charge of Mr. Régis Chamard; examined the lights and fog-gun. The gun will require to be revented this fall.

 POINT DES MONTS.

Arrived at 1 a.m., September 20th; landed stores and supplies, examined the lights, fog-gun, and provision depôt, and found all in good order, with full supplies on hand.

 SPECIAL REPORT.

SIR,—According to your instructions to enquire into the cause of the powder magazine leaking, and the powder becoming damp, I find the mortar in the joints getting loose. I told the keeper to have these cemented, and to put a ventilator in the top which will prevent the damp.

I am, Sir,
Yours &c.,

(Signed) WILLIAM BARBOUB,
Inspecting Engineer.

To J. U. GREGORY, Esq., Agent,
Department of Marine and Fisheries, Quebec.

 SEVEN ISLANDS LIGHTHOUSE.

September 20th.—Arrived at 6 p.m.; landed supplies, examined the lights and new derrick; found all in good order. The repairs made to the dwelling-house this spring well finished. The keeper will require to have a horse or ox to haul his firewood and stores, there is plenty of hay to feed one, on the Island. Left at 8.30 p.m. for

 WEST POINT, ANTICOSTI LIGHTHOUSE AND FOG-GUN STATION.

Arrived September 21st., at 4 a.m.; landed supplies &c., examined the lights, gun and provision depôt, and found all in good order, with full supplies on hand. Left at 9.30 a.m. for

 SOUTH WEST POINT, ANTICOSTI LIGHTHOUSE.

September 21st.—Arrived at 3.45 p.m.; landed stores, &c., examined the lights, revolving gear, and provision depôt, and found all in good order, with full supplies on hand.

 SOUTH POINT, ANTICOSTI.

September 22nd.—Left South West Point at 5 a.m., for this Station, met strong winds; could not land; came to anchor.

September 24th.—7.30 p.m., arrived and landed stores &c.; examined the light, revolving gear, and engines, and boiler of steam fog-whistle, also the provision depôt, and found all in good order, with full supplies on hand, except some of the clothes which the keeper will supply this fall. The wharf is not commenced yet; there is a small piece of the beach cleared for the foundation, and the keeper says he has all the wood for it ready. Left at 3 a.m. for

HEATH POINT LIGHTHOUSE.

September 25th.—Arrived at 3 p.m.; landed all supplies, examined the lights and provision depôt, and found all in good order, with full quantities on hand. Landed the new storehouse to replace the old one blown away last fall; left at 7.45 a.m. for

CAPE ROSIER.

Arrived at 4 p.m.; landed stores and provisions, also two carpenters, one mason, and one painter, to make necessary repairs to lighthouse, dwelling-house, and powder magazine; examined the lights and fog-gun, and found all in good order; left at 6.30 p.m., for

GASPE HARBOUR.

September 26th.—Arrived at 7 a.m.; took on board 140 tons coals, also water, and left at 8 a.m. September 28th, for Cape Gaspe; arrived at 10 a.m.; landed stores, examined the lights, and engines and boiler of steam fog-whistle; found them all in good order; left at 2 a.m. for

BIRD ROCKS.

September 29th.—Blowing a gale and heavy sea running; could not make the Bird Rocks; ran for

POINT RICH.

October 3.—Landed at 7.30 a.m.; landed stores and provisions and new Neptune fog horn, and five men to put up the building for fog-horn; examined the lights and revolving gear, and found all in good order. Left at 10 p.m. for

GREENLY ISLAND.

October 4th.—Arrived at 4 a.m.; landed all the stores and 100 barrels of coal, and Mr. Turgeon, master carpenter; gave him the plans and specifications to thoroughly examine the lighthouse and dwelling under construction until I would return from Belle Isle. Left at 12.30 p.m. for

FORTEAU.

October 4th.—Arrived at 2 p.m.; landed stores, examined the lights and fog gun, and found all in good order. Left at 4 p.m. for head of bay, for shelter. Arrived at

CAPE NORMAN.

October 7th.—11 a.m.; landed stores and provisions, examined the lights and revolving gear, and found all in good order. Left at 1.30 p.m., and arrived at 3.30 p.m. at

BELLE ISLE.

Landed stores and provisions, and examined the lights, fog-horn and provision depôt, and found all in good order. Delivered new supply of provisions for depôt; the old ones were four years there and not serviceable. Left there at 9:30 p.m. on 7th October for Greenly Island; arrived at 6.30 a.m. on 8th October.

SPECIAL REPORT.
GREENLY ISLAND.

SIR,—According to your instructions to thoroughly examine the building of the new lighthouse and dwelling so far as finished, I found what was then done according to the plans and specifications, good work, and well finished. The lantern was not yet put up, and several other things not finished; as far as I can judge, it will not be finished and ready for putting the light in operation before the 25th July, 1878. I also asked the contractor about it, and he was of the same opinion as myself. The height of this light, from high-water mark to base, will be 50 feet; the size of the fog-whistle house will be 25 feet long and 25 feet wide; height of post, 13 feet; base to vane, 26 feet, with coal shed at end of building, 26 by 13 feet; bevelled roof, upper end 13 by 8 feet, with four windows; length of pipes from lake to whistle house, 450 feet; will require a tank 12 feet square and 14 feet deep, built of 3-inch deals; also 70 feet of pipes from tank to engine. A store shed at landing, to put the supplies into when the steamer arrives, is needed, as it is about three-quarters of a mile to the lighthouse—say size, 12 by 14 feet.

I am, Sir,
Yours &c.,

(Signed) **WILLIAM BARBOUR,**
Inspecting Engineer.

J. U. GREGORY, Esq., Agent,
Department of Marine and Fisheries, Quebec.

POINT RICH LIGHTHOUSE.

October 8th.—Arrived at 1.30 p.m.; found the carpenters had not finished; sent three more men on shore to assist them.

October 10th.—All finished; instructed the keeper thoroughly how to work the machinery of the automatic fog-horn, put in operation 10th October; to be blown during fogs and snowstorms, 8 seconds blast, 10 minutes silent; at 2 p.m. tested the horn steamed, with patent log, north-west (dead calm); heard very lightly at two miles off. Left at 3 p.m., and arrived at 12:14 p.m. at

CAPE RAY.

October 11th.—Landed stores and supplies; examined the lights, revolving gear and fog-horn, and found all in good order; the keeper reported the horn to work well; tested it, and found it to sound well. Gave the keeper orders to have the old one ready in the spring to be taken away. Left at 11 p.m. for

ETANG DU NORD.

October 12th.—Arrived at 8 a.m. at Cape Mull ; went over to lighthouse, put on new whistle bell ; tested it ; found it to sound well, the old one being too thin and full of blown holes, and not round. Examined the lights and revolving gear, and found all in good order.

October 14th.—Blowing a gale ; landed stores.

October 16th.—Arrived at Pleasant Bay.

AMHERST ISLAND LIGHTHOUSE.

At 3 p.m. Landed stores and supplies, and went over to the lighthouse ; examined the light and revolving gear, and found all in good order ; was left on shore with seven men for three days ; could not get on board ; blowing a gale. Left at 8 a.m., and arrived at

ENTRY ISLAND LIGHTHOUSE.

October 19th.—9 a.m., landed stores and provisions ; examined the lights, and found them all in good order. Left at noon for

BIRD ROCKS.

Arrived at 4 p.m. ; could not land on account of weather ; went over to Brian Island at 8 p.m. for shelter.

October 22nd.—Reached Bird Rocks at 10 p.m., after nine days detention from gales and rough sea ; after five trials succeeded with a great deal of trouble ; got our small boat smashed and all the provisions and stores more or less wet ; just had time to finish with the exception of the provisions for the depot, which we could not land ; the old provisions will do for this season. It is my opinion that all the stores and provisions could be taken down in the spring trip, and landed when the weather is fine, which would be a great saving of money, and risk of losing the steamer, as there is no shelter around the Magdalen Islands in the fall during some heavy gales. I think that there could be a small boat hired at Brian Island to make trips to Bird Rocks, on fine days, say about 15th September, and another about the 15th October, to take over all the vegetables and fresh meat that the keeper wants, as there is plenty on the island and very cheap.

Copy of letter sent to keeper of Bird Rocks Lighthouse.

EAST POINT MAGDALEN ISLANDS,

21st October, 1877.

SIR,—Owing to the great detention and expense attending Steamship Napoleon III this fall when supplying your Station, I think it would be advisable for you next spring to send to Quebec in time for the steamers first trip for all the stores and provisions that you would require for the year, as it is possible the Department will arrange for the steamer to make only one trip to the Bird Rocks, and it is likely they will make arrangements with some person on Brian Island to make two visits in the fall to the Bird Rocks, to take what vegetables and fresh meat you may require, also letters, say first visit about the 15th September, second visit about the 15th October.

I am, Sir,
Yours, &c.,

(Signed)

J. U. GREGORY,
per WM. BARBOUR.

To Mr. PETER WHALEN,
Keeper of Bird Rocks Lighthouse.

October 22nd.—Left at 2.30 a.m.; arrived at Gaspé; took on board water and 92 tons of coal.

October 24th.—Left at 1 p.m.; arrived at Cape Rosier; went on shore, examined the new work that had been done there by the men left there on the down trip. I found the work to be well finished; took all the men and tools on board. Left at 5 p.m., and arrived at Quebec the 26th October, at 9 a.m.

(Signed) WM. BARBOUR,
Inspecting Engineer.

SPECIAL REPORT.

QUEBEC, 14th September, 1877.

SIR,—According to your instructions I went up to Cap a la Madeleine to examine the lights, as complaints had been made by captains and pilots; I found that the reflectors of two lights of the lower tower were old and required renewing. I therefore replaced the two No. 1 flat-wick lamps by two mammoth flat-wick lamps. I visited the upper tower and found it in good order, and returned to Quebec Thursday morning.

I am, Sir,
Yours, &c.,

(Signed) JEAN NADEAU.

J. U. GREGORY, Esq., Agent,
Department of Marine and Fisheries, Quebec.

SPECIAL REPORT.

QUEBEC, 5th October, 1877.

SIR,—I went, according to orders received, to Champlain, as complaints had been made that the lights were not showing well. I found that the reflectors were old and required changing. I therefore replaced the two mammoth flat-wick lamps with two new ones of 18 inches. I tested them and found them working well.

I am, Sir,
Yours, &c.,

(Signed) JEAN NADEAU.

J. U. GREGORY, Esq., Agent,
Department Marine and Fisheries, Quebec.

LOG OF DOMINION STEAMSHIP "NAPOLEON III," 1877.

August 4th.—Alongside of Department wharf, cleaning, coaling and painting the steamship, and preparing for the fall trip to the lighthouses in the Gulf of St. Lawrence, and remained alongside of wharf until 25th.

August 25th.—I received orders to proceed down the river to lay a chequered buoy below Pillars.

August 26th.—Left Quebec at noon, and replaced the buoy at 5.45 p.m.; arrived back at 10 a.m., 27th August.

August 28th to September 17th.—At wharf coaling and loading for fall trip.

September 18th.—Left Quebec at noon for lighthouses; arrived at Green Island, 11.30 p.m. and landed supplies.

September 19th.—Left at 12.30 a.m., and arrived at Bic at 5 a.m.; landed supplies and left at 6.30 a.m.; arrived at Father Point at 8 a.m.; landed supplies and left at 6 p.m. for Pt. des Monts; anchored there

September 20th, 1 a.m.—Landed supplies, with much trouble, on account of heavy surf, and left at 11 a.m. for Seven Islands, and arrived at 6 p.m.; landed supplies and left at 8 p.m.

September 21st.—Anchored at 6 a.m. at West Point of Anticosti; landed supplies and left at 9.30 a.m. for South-West Point, and anchored at 3 p.m.; landed supplies.

September 22nd.—Left there for South Point at 3 a.m.; stopped engines; weather foggy; at 5 a.m. weather clearing; proceeded on course at 10 a.m.; blowing a gale from N.N.E.; anchored 9 miles above the South Point; blowing a gale, and raining all night.

September 23rd.—Left at 4 a.m., as we could not land at the South Point; went to East Point; anchored there at 2 p.m.; landed supplies with trouble, on account of heavy sea; finished landing at midnight.

September 24th.—Left at 8 a.m., and returned to South Point; arrived there at 11 a.m.; impossible to land; had to wait until 7.30 p.m.; wind moderated, and began to land supplies.

September 25th.—Finished at 3 a.m.; left for Cape Rosier at 7 a.m.; about two miles below Pavillion River saw a ship ashore; went to see if assistance was wanted; found her to be the bark "Cameo;" captain asked to be taken across to Gaspé, with his crew, as his vessel was a complete wreck; took captain and crew on board and left for Cape Rosier at 9 a.m., and arrived there at 3.30 p.m.; landed supplies and left at 7 p.m. for Gaspé Basin.

September 26th.—Alongside of wharf at 7 a.m.; landed captain and crew; began taking in coal and supply of fresh water.

September 27th.—Coaling at wharf.

September 28th.—Finished coaling and left at 8 a.m. for Gaspé shiphead; anchored there at 10 a.m.; landed supplies; weather unsettled, rain and cloudy; went and anchored at Douglas Town, awaiting moderate weather.

September 29.—At 2 a.m. weather clearing up; left for Bird Rocks at 8 a.m.; blowing a gale from north-west; impossible to land there; shifted the course to go down to the Straits; at 2 p.m. still blowing a gale; at 10 p.m. blowing very strong; put engines to half speed.

September 30th.—At 4 a.m.; weather moderate; ship at full speed; arrived at 6 p.m. at Point Rich; impossible to land; went and anchored below the Point at 11 p.m.; blowing hard from the westward.

October 1st.—Blowing very strong from west; obliged to go to Port Sanders for shelter; blowing a heavy gale, both anchors down; anchored there at 11 a.m.; at 11 p.m. wind moderated.

October 2nd.—Weather clear and fine, but too much sea on to go and land at the Point.

October 3rd.—Left Port Sanders at 6 a.m. to go and try to land; anchored at Point Rich at 7 a.m.; began landing, with much trouble, all supplies; finished landing at 9 p.m.; left at 10 p.m. for Greenly Island.

October 4th.—Anchored there at 6 a.m.; landed supplies; left at 12.30 p.m. for Forteau; arrived at 2.15 p.m.; landed supplies; finished at 6 p.m.; blowing fresh from westward; laid there all night.

October 5th.—Left at 6 a.m. for Cape Norman; when outside found wind too strong, went and brought up in L'Anse à l'Eau Bay; blowing very fresh, foggy and raining.

October 6th.—Still at anchor in bay; foggy, raining and blowing, and remained there all day; thick fog.

October 7th.—At 5 a.m. weather fine, light wind; left for Cape Norman; arrived at 10.15 a.m.; landed supplies; left at 1 p.m. for Belle Isle; arrived at 3 p.m.; landed supplies; left at 7 p.m. for Greenly Island.

October 8th.—Arrived there at 6 a.m.; landed some coal; left at 9 a.m. for Point Rich, and arrived at 1 p.m.; as carpenter's work was not finished, went into harbour and waited for them.

October 9th.—Still at anchor, weather fine; at 10 a.m., anchored at Point Rich.

October 10th.—Weather fine; at 1 p.m. carpenters came on board with Mr. Barbour, and we left immediately for Cape Ray.

October 11th.—Arrived at Cape Ray at 12 noon; landed supplies; finished at 3 p.m.; weather unsettled; laid there until 11 p.m.; left for Bird Rocks; weather clear.

October 12th.—At 2 a.m. strong south-east wind; at a.m. passed Bird Rocks, impossible to land; went and tried to anchor at Bryant Island, found it impossible on account of gale; went to Madeleine Island, anchored at Greenstone Island; still blowing a gale; at 5 p.m. let go second anchor; raining and foggy, blew hard all night.

October 13th.—At 6 a.m. still blowing hard; at 4 p.m. wind shifted to E.N.E.; had to leave and go to Amherst Island for shelter.

October 14th.—At 6 a.m., impossible to land at Amherst, left and went to Pleasant Bay; anchored at Cape Mull; surf too heavy to land; at 12 noon landed Mr. Barbour with much trouble.

October 15th.—Still blowing fresh; landed supplies with difficulty; blowing hard all night.

October 16th.—Still blowing; at 1 p.m. left to go to Amherst to land, if possible; anchored there at 2.30; landed Mr. Barbour and supplies with much trouble; at 8 p.m., blowing a gale; boat could not return to ship; at both anchors all night.

October 17th.—At 6 a.m. was obliged to leave for Cape Mull for shelter anchored with both anchors; blowing a regular gale and continued all day.

October 18th.—At 6 a.m. both anchors down, still blowing hard; at 6 p.m. weather moderate, one anchor down.

October 19th.—6.30 a.m. weather fine; left for Amherst at 7.30; Mr. Barbour and boat came back, and we left for Entry Island and anchored there at 8 a.m.; at 12 a.m., light wind, weather fine, left for Bird Rocks; arrived at 4.30 p.m.; tried to land but found it impossible: anchored, waiting for a chance; at 7.30 p.m. had to leave on account of wind; went over and anchored at Bryan Island at 9 p.m.

October 20th.—Strong winds; still at anchor, waiting for a chance.

October 21st.—Wind moderated at 1 a.m. left for Bird Rocks at 3 a.m.; anchored there, and sent boat ashore to see if we could land supplies, but found it impossible to do so; waited until daylight for a chance; at 4.30, the wind increasing, had to leave and return to Bryan Island, and anchored there at 7 a.m.; at 9 a.m., wind increasing, had to leave for east point of Magdalen Islands for shelter, and anchored there at 12 noon; at 6 p.m., wind moderated, weather fine, left for Bird Rocks; anchored there at 8 p.m., but could not land.

October 22nd.—At 1 a.m. began landing supplies with much trouble; on landing the last load stove in the boat; finished landing at 2.30 a.m.; left for Gaspé at 4 a.m.; arrived there at 5 p.m.

October 23rd.—Began coaling at 7 a.m.

October 24th.—Coaling until 1 p.m., when we left for Cape Rosier; anchored there and took on board the carpenters, and left at 4.30 p.m. for Quebec.

October 26th.—Arrived at Quebec at 9.30 a.m.; came alongside of Queen's Wharf.

October 27th.—At wharf discharging returned lighthouse supplies.

October 28th to November 11th. At wharf cleaning ship.

November 12th.—Received orders from Mr. Gregory to go and bring Captain Connell's body, and the lightship, up to Quebec, and left at 4.30 p.m.

November 13th.—Arrived at Green Island at 2.30 p.m., landed some powder and left at 3 p.m., and at 5 p.m. spoke Government Steamship "Newfield," nine miles

above Bic, who wanted a pilot. No pilots at hand ; I gave him my second mate to pilot him up, arrived at Bic 7.30 p.m.; landed some powder, and left at 8 p.m. to proceed downward for lightship.

November 14th.—Arrived at River Blanche at 1 p.m.; took the lightship in tow with Captain Connell's body on board and left for Quebec.

November 15th.—Anchored in Traverse at noon to change the lightship, left the Manicouagan Lightship in place of lower Traverse Lightship and brought the lower one up, and left at 2 p.m.; at 5.15 p.m. off Crane Island; came on thick fog; anchored for the night.

November 16th.—At 6 a.m. weather clearing up; left, and arrived at Quebec at wharf at 11 a.m., where we remained waiting orders.

November 28th.—Ordered to be ready to leave after last ocean steamship had left.

November 29th.—Weather fine; at 4.30 a.m. left to proceed to the Traverse to pick up the buoys and lightships; at 10.15 a.m. spoke to Captain Damours of the Red Island Lightship, and Captain Gourdeau of the Lower Traverse, one under sail, and told them to proceed up to Quebec under sail, that I would lay at their place in the Traverse as there was one of the Montreal and Acadian steamships expected; picked up all the buoys except Black buoy on St. Roch's Point; anchored at 12.30 p.m., at the lightships place.

November 30th.—Still at anchor.

December 1st.—Still at anchor, freezing hard, ice making.

December 2nd.—Picked up the Black Buoy at St. Roch's Point, laid there until 2.15 p.m.; no sign of any steamship coming up; blowing strong from westward; left to go to L'Islet wharf for orders; when off there, could not land, too much ice on shore; went and anchored at Crane Island for the night.

December 3rd.—Thick snow; left Crane Island at 7 a.m. for Quebec; took Manicouagan lightship in tow; at 9 a.m. off Madame Island; arrived at Quebec at 1 p.m., and received orders to put "Napoleon" in winter quarters at Blais Booms.

December 4th.—Left wharf at 7.30 a.m. to go to Blais Booms at 8 a.m.; ship moored for winter.

April 1st to 15th, 1878.—Putting ship in order for spring service.

April 15th.—Received orders to proceed to Government wharf; alongside wharf at 6 p.m.

April 16th.—Coaling.

April 17th.—Received orders to leave with Lower Traverse, Manicouagan and Red Island lightships, and left at 8 a.m. to take them to their stations; at 5.15 p.m., anchored the Lower Traverse Lightship at her station.

April 18th.—Anchored 1 a.m. Red Island Lightship at her station; at 10 a.m., anchored the Manicouagan Lightship at her station, and then left for Quebec.

April 19th.—Arrived at the wharf at Quebec at 4 p.m.

April 20th.—Preparing ship; laying alongside of wharf waiting orders, until 22nd May.

May 23rd.—Received orders to take full crew and get ready to proceed to supply lights in river as far as Seven Islands.

May 28th.—Left Quebec to cross over to Grand Trunk Railway dépôt to take in powder, and left at 2.30 p.m. for St. Lawrence Point; arrived at 4 p.m.; left at 4.30 p.m. for St. Johns, and left there at 6 p.m. for Bellechase; arrived 6.30, and left at 7 p.m. for Crane Island; and anchored there at 8.30 p.m. for the night, having supplied all these lights.

May 29th.—Left Crane Island 3.30 p.m. for Pillars; arrived at 5 a.m., left at 7.30 p.m. and arrived at St. Denis Wharf at 9.30 a.m.; left at 10.15 and arrived at Grosse Island, Kamouraska, at 11.30; left there and arrived at Pilgrims at 2.15 p.m.; left at 4.50 p.m. and arrived at Brandy Pots at 6 p.m.; having supplied all these lights; we then anchored for the night.

May 30th.—At 3 a.m. we left Brandy Pots for Green Island, and arrived there at 5 a.m.; landed all supplies, and left at 7.30 a.m.; arrived at Red Island Lightship

10.20 a.m.; and left at 10.40 a.m. for Saguenay, and arrived at Lark Island at 11.20 a.m., and landed supplies for range lights; then left at 2.15 p.m. for Bic, where we arrived at 6 p.m.; landed supplies and laid there all night.

May 31st.—Left for Father Point, 2 a.m. and arrived there at 5 a.m.; left at 7 a.m. and arrived at Metis at 9.30 a.m.; left for Matane, at 10.30 a.m. and arrived at 1 p.m.; left at 3.30 for Cape Chatte, and arrived there 6.30; having landed all supplies at each light, and left for Seven Islands at 8 p.m.

June 1st.—Arrived at Seven Islands, 3.30 a.m.; and left for Egg Island, at a.m.; arrived there 11.45 a.m., and left for Point des Monts at 4.30 p.m.; anchored at Trinity Bay at 6.30 p.m.; too rough to land, had to go and anchor for the night.

June 2nd.—Left Trinity Bay at 3.30 a.m., and arrived at 4 a.m. at Point des Monts; and left at 5.45 a.m. for Manicouagan Lightship; called there and left for Port Neuf, and anchored at 2.45 p.m.; having landed supplies at all these lights during the day; left there at 11 p.m.

June 3rd.—Arrived at 7 a.m. at Cape Goose; left there and at 10.25 a.m. arrived at St. Pauls Bay; left there at 11.15 and arrived at Mont du Lac at 2.15 p.m.; left 3.30 p.m. and anchored at St. Francis at 4.30; having landed all the lighthouse supplies at these places, left for Quebec, and arrived there at 8 p.m. and went alongside of Government wharf.

June 4th.—Alongside of wharf, coaling, loading and preparing for the summer trip, with all supplies for the lighthouses in the Gulf of St. Lawrence, and remained at wharf until 3rd July.

(Signed) A. C. DESPRES,
Master, Dominion Steamship Napoleon III.

SPECIAL REPORT.

QUEBEC, 8th December, 1877.

Sir,—I have with Captain Despres, Mr. Routier, carpenter, Mr. Vezina and Mr. Ralph, engineer, carefully examined the hull, engines and boilers of steamship "Napoleon III," at winter quarters at Blais Booms; and find that the following repairs require to be done to enable her to perform the service in the spring in addition to the ordinary outfit;—

Four staterooms complete, bulkhead taken down, and put up for iron stays;

Forecastle taken down, scraped and painted and clapboarded, and new deck forward;

Eight new iron stays on ship side complete;

Anchor davits repaired;

Six side lights plugged up in ship's side;

Rudder head repaired and new guide;

Air pump chambers taken out and bored;

Air pump buckets taken out and repaired;

Exhaust trunnion pipes repaired;

Repairs to boilers;

Repairs to copper pipes and valves;

Repairs to condenser;

Sails overhauled and repaired.

I am Sir,
Yours &c.,

(Signed) WILLIAM BARBOUR,
Inspecting Engineer.

J. U. GREGORY, Esq., Agent,
Marine and Fisheries Department, Quebec.

The above repairs were all done, excepting new staterooms, not allowed by the Agent.

LOG OF DOMINION STEAMSHIP "DRUID," CAPTAIN A. MARMEN.

July 17th to 27th, 1877.—At wharf, cleaning up, coaling, and waiting orders.

July 28th.—Received orders from Mr. Gregory to prepare to leave with Dr. Fortin, Dr. Wakeham and Mr. Galt for the Gulf on the Fishery Commission, and at 10 p.m. left wharf, proceeding down the Gulf as far as Magdalen Islands, calling at all places on north and south shore, also Baie des Chaleurs, as was necessary for the interest of the Dominion in connection with the Fishery Commission, and returned to Quebec at 7 p.m. on the 26th August.

August 26th to 30th.—At the wharf.

August 31st.—Left to place a buoy in the Traverse, and returned to Quebec on 1st September, at 3 p.m.

September 1st to 3rd.—At the wharf.

September 4th.—Left at 3.50 a.m. to proceed to Traverse to place a buoy, and returned to Quebec at 5 p.m.

September 5th to 26th.—At wharf, coaling, &c., waiting orders.

September 27th.—Left Quebec 4 a.m. to proceed to Traverse to place a buoy; returned at 7 p.m.

September 28th to 14th November.—At wharf.

November 14th.—Left to pick up the buoys in the Lower St. Lawrence, returning to Quebec at 2 p.m., November 19th.

November 20th.—At wharf discharging buoys.

November 20th.—Received orders from Mr. Gregory to leave for winter quarters at Blais Booms, and left on 21st November at 6 a.m.

April 14th, 1878.—Left Blais Booms for Government wharf; began coaling and taking on board the buoys for the Lower St. Lawrence.

April 16th.—Left at 7.30 a.m. with all buoys on board, and took the Lower Traverse Lightship in tow from the wharf; proceeded down the river, placing the buoys as we went, and at 5.15 p.m. placed the lightship in the Traverse, and after placing all the buoys returned to Quebec on April 19th at 8 p.m., and proceeded to wharf.

April 19th to May 5th.—Taking on board all supplies necessary to supply the lighthouses between Quebec and Montreal.

May 6th.—Left wharf at 6 a.m.; visited St. Croix, Port Neuf, and Platon, and gave full supplies to these lights, and anchored at 8 p.m.

May 7th.—7.30 a.m., placed Platon buoy, and visited Richelieu, Lotbinière, Rivière du Chêne, Grondines, Cape Charles and Batiscan lighthouses, and gave full supplies to each, and anchored at 9.30 p.m.

May 8th.—Left at 5 a.m., and visited St. Pierre les Becquets, Champlain, Cap à la Madeline, Port St. Francis and No. 3 Lightship, and anchored at 7 p.m., having given the necessary supplies to these lights, and having also landed at Champlain, a new lighthouse; also carpenters to place the same in position.

May 9th.—Left at 6 a.m. and visited the following lights, giving full supplies to each: Point du Lac No. 2 and No. 1 Lightships in the Lake, and Isle aux Raisins, and anchored at 8.15 p.m.

May 10th.—Left at 4.30 a.m.; visited Isle à la Pierre, Isle de Grace, Lavaltrie, Contrecoeur, Isle aux Prunes, and Sorel, supplying all these lights; also landing at Sorel all supplies for the lights at Ash and Bloody Island, St. Valentine and Lacolle, and at 8 p.m. anchored at Ste. Therese.

May 11th.—Left at 4 a.m.; visited Ste. Therese, Repentigny, Isle à la Bague, Point aux Trembles and Montreal, having given full supplies at all these places, and went to wharf in Montreal at 4 p.m.

May 12th.—Sunday at wharf.

May 13th.—Left wharf at 4 a.m. for Quebec; at 8.30 p.m. supplied St. Antoine Lighthouse, and arrived in Quebec at 7 p.m.

May 14th.—At wharf coaling, and preparing the vessel to receive on board Their Excellencies, Lord and Lady Dufferin and suite.

June 8th.—Left at 11 a.m., with Their Excellencies on board, for Gaspé, where we arrived at 5.40 a.m. on the 11th June, and remained in the Basin until the 14th of June.

June 14th.—Left Gaspé Basin at 2.20 a.m. for Quebec, where we arrived at 5 a.m. on 16th June, and proceeded to wharf.

June 16th.—At wharf, coaling, &c., and remained there until 20th June.

June 20th.—Left with His Excellency, Lord Dufferin, for the Island of Orleans.

June 21st.—Returned to wharf at 8.30 p.m.

June 22nd to June 30th.—At wharf.

(Signed) A. MARMEN, Captain,
Dominion Steamship "Druid."

SPECIAL REPORT.

QUEBEC, 19th December, 1878.

SIR,—I have this day, with Captain Marmen, Mr. Routhier, carpenter, and Mr. Carroll, engineer, examined the hull, engines and boilers of the steamer "Druid," now in winter quarters at Blais Booms, and find that the following repairs will require to be done for the vessel to perform her usual service in the spring:—

Repairs to boiler and engine ;
1 brass packing ring for feed pump ;
1 brass packing ring for surface blow ;
6 steel pins, and repairs to steam winch ;
2 rubber air pump valves, and
3 joints for man-hole doors.

The above repairs were all completed.

I am, Sir,
Yours truly,

(Signed) WILLIAM BARBOUR,
Inspecting Engineer.

J. U. GREGORY, Esq., Agent,
Department of Marine and Fisheries, Quebec.

SPECIAL REPORT.

QUEBEC, 7th June, 1878.

SIR,—According to your orders, Mr. Samson, Steamboat Inspector, has tested the boilers of the steamship "Druid" to 30 lbs. per square inch, and found all tight and in good order.

I am, Sir,
Yours truly,

(Signed) WILLIAM BARBOUR,
Inspecting Engineer.

J. U. GREGORY, Esq., Agent,
Department of Marine and Fisheries, Quebec.

SPECIAL REPORT.

QUEBEC, 6th December, 1877.

SIR,—I have to-day, with Mr. Samson, Steamboat Inspector, examined carefully the boiler and engine of River Police steamer "Dolphin," in winter quarters on the Department Wharf, and find the following repairs will require to be done for her to perform her services next summer; also the ordinary outfit:—

1 new boiler;
Alteration of deck for new boiler;
Repairs to engines and pipes.

(Signed)

WILLIAM BARBOUR,
Inspecting Engineer.

The above repairs were all done.

QUEBEC, 1st June, 1878.

SIR,—According to your orders, Mr. Samson, Steamboat Inspector, has tested the new boiler of River Police steamer "Dolphin," to 165 lbs. per square inch, and found all tight and in good order.

I am, Sir,
Yours, &c.,

(Signed)

WILLIAM BARBOUR,
Inspecting Engineer,

J. U. GREGORY, Esq., Agent,
Department of Marine and Fisheries, Quebec.

SPECIAL REPORT.

QUEBEC, 7th December, 1877.

SIR,—I have this day, with Mr. Routhier, carpenter, examined carefully the engine and boiler of the River Police steamer "Adele," in winter quarters on the Department Wharf, and find the following repairs are required to allow her to perform the services next summer, besides the ordinary outfit:—

Old hull repaired or a new one built;
Putting in engine and boiler.
Repairs to pipes.

I am, Sir,
Yours, &c.,

(Signed)

WILLIAM BARBOUR, 
Inspecting Engineer.

J. U. GREGORY, Esq., Agent,
Department of Marine and Fisheries Quebec.

MOVEMENTS OF LIGHTSHIPS, FALL OF 1877.

November 11th.—Upper Traverse Lightship arrived up at noon for winter quarters at Blais Booms.

November 16th.—Lower Traverse Lightship arrived at noon in tow of steamship "Napoleon III," and went to winter quarters at Davies slip, and was taken on the slip at 7 a.m., on 22nd November.

December 1st.—Red Island Lightship arrived under sail at 4.30 a.m., and at 10 a.m. came to the wharf to land sails and running gear, to put in store for repairs during winter, and at 2 p.m., 4th December, left for winter quarters at Blais Booms.

The three lightships on Lake St. Peter went to winter quarters at Sorel. No. 2 was hauled up for extensive repairs. No. 3 will require to be hauled up in the fall of 1878 to be scraped and painted, and No. 1 the next fall for the same purpose.

(Signed) WILLIAM BARBOUR,
Inspecting Engineer.

MOVEMENTS OF LIGHTSHIPS, SPRING, 1878.

April 9th.—Captains arrived, took charge and began work.

April 13th.—Upper Traverse, Red Island and Manicouagan Lightships, came down to the wharf at 4 p.m.

April 15th.—Took in coal and water. Lower Traverse Lightship came to wharf at 6 p.m. Mr. Samson tested the boiler of Manicouagan lightship to 120 lbs. per square inch; tested engines, and found them in good order.

April 16th.—Upper Traverse Lightship left for her station at 7.30 a.m. in tow of steamer "Druid." Mr. Samson tested the boiler of Red Island Lightship to 105 lbs. per square inch, and found all correct.

April 17th.—Manicouagan, Red Island and Lower Traverse Lightships left in tow of the steamship "Napoleon III," at 8.30 a.m. for their respective stations.

COALS TAKEN ON BOARD.

April 16th.—Manicouagan, 25 chaldrons; Lower Traverse, 16 chaldrons; Red Island, 20 chaldrons; Total, 61 chaldrons.

(Signed) WILLIAM BARBOUR,
Inspecting Engineer.

APPENDIX No. 2.

REPORT OF THE NEW BRUNSWICK AGENCY OF THE DEPARTMENT OF MARINE AND FISHERIES, FOR THE FISCAL YEAR ENDED THE 30TH JUNE, 1878.

AGENCY OF THE DEPARTMENT OF MARINE AND FISHERIES,
ST. JOHN, N.B., 1st September, 1878.

SIR,—I have the honor to forward the following statement of the operations of this branch of the Department, for the fiscal year ended 30th June, 1878, making the eleventh Annual Report, together with a supplementary statement to the present date.

It affords me much pleasure to state that though the expenditure during the past year was reduced to the lowest amount practicable to the proper maintenance of the lighthouse service on this coast, and with a due regard to the protection of human life and property, yet I would beg to state, as the result of my observations on a recent visit of inspection, that although the lighthouses apparently have not suffered material injury, there are several that are suffering from the ravages of time, and the constant wear of winds and waves, some of which were erected many years ago by the Government of New Brunswick, prior to the service passing into the hands of the Dominion Government. Many of them are very high towers, presenting a large extent of surface to the weather, and receive the full force and fury of storms, such structures require the greatest care and watchfulness on the part of those whose duty it is to attend to their supervision.

Under the respective headings will be found the particulars of the condition of each station, and the amount of repairs necessary for their maintenance. The total number of lights, under the supervision of this branch of the Department is 67, and the total amount of expenditure during the fiscal year was \$77,437.82, divided as follows :—

Lighthouse and Coast Service.....	\$51,490 72
Buoys and Beacons	4,823 53
Construction	9,528 13
Observatory.....	850 00
Marine Hospitals	10,745 44
	<hr/>
	\$77,437 82

LIGHTHOUSE AND COAST SERVICE.

The district over which the Agency has supervision embraces all the lighthouse stations on the coast of the Province of New Brunswick, the River St. John, Straits of Northumberland, and Baie Des Chaleurs, all the buoys and beacons, fog whistles, hospitals, and temporary lodgings for sick and distressed seamen who may be landed on our shores; all fog-whistles and lighthouses now in course of construction, together with the various accounts connected with the above works, and the accounts of the fishery branch.

LIGHTHOUSES.—There are sixty-seven lights under the supervision of this Agency of the Department, and these are under the immediate charge of fifty-nine lighthouse keepers, including the lightship on the Miramichi River, and fog-whistles.

FOG-WHISTLES.—There are eight fog-whistles in operation on the coast of this Province, six of which are in the Bay of Fundy, and two in the Gulf of St. Lawrence. One additional one at Head Harbour, which is not at present in operation, and another in course of erection at Letite Passage.

The number of keepers in charge of the respective lighthouses and fog-whistles with the names and post-office address of each, will be found in the Appendix to this Report.

GRINDSTONE ISLAND.

Lat. 45° 43' 13" N.; Long. 64° 37' 25" W.

On the 17th of July last I visited this Station, which is situated at the head of the Bay of Fundy. The result of my inspection, the particulars of which I forwarded to the Department at that time, will be found in my last Annual Report, under the above heading. At that time the building for the fog-trumpet and coal shed were completed for the erection of the machinery. This was subsequently erected by Mr. Crosby, and was put in operation in December, 1877, at which time I again visited that Station, and reported on the condition and character of the machinery and appurtenances, the fog-trumpet, and the mode of operation for giving the sounds. At that time I was apprehensive that there was a deficiency of boiler power to supply the amount of steam required, when I submitted the following report of its condition to the Department:—

November 24th, 1877.

SIR,—I beg to report that the fog-trumpet at Grindstone Island is now complete, and in working order. The machinery has been erected by Mr. Crosby, and is in excellent working condition. The trumpet itself is the same as that attached to machinery at Head Harbour Station, but the machinery and its mode of working are entirely different.

There is a large cylinder connected with the one at Grindstone Island, from which the air is forced by two air pumps connected with the engine, by which means a uniform pressure is maintained in the air cylinder, the valves being opened and regulated by the governor of the engine, so as to give the number of sounds required per minute, and their duration is regulated by a lever, so that the sounds are made with great regularity. Two, three or four sounds can be given during each minute. The number I prefer there is two blasts a minute. How far it can be heard against a strong wind I am unable to state, as I had no opportunity of testing it, but I would say under or about one mile. I heard it very distinctly about six miles under very favourable circumstances. The trumpet was turned with the wind, and in the direction in which I was placed, and I am satisfied that it could have been heard at that time some few miles further in the same direction. The machinery is strong and substantial, and can be relied upon to give regular and uniform work, provided the boiler is sufficient.

There is a good supply of water in the pond formed by Mr. Stephens in the swamp, and it is conveyed by pipes under ground to the tank in the engine house.

The quantity of coal consumed per 24 hours is about three barrels, but if the boiler was covered with canvas or felt, and a heater attached to the boiler, so as to have the water go into the boiler warm, it would be a great savings. Mr. Wm. M. Smith adds as follows: "from Mr. Crosby's description of the size of the boiler, and the quantity of steam required, I entirely concur as to the need of a heater and covering the boiler." I was at the time apprehensive that there might be a deficiency of

steam to run the machinery regularly. This has proved correct, as upon working the machinery regularly for some hours together, it has been found that additional steam power was required to keep the machinery running regularly, at a uniform speed, so as to produce with regularity and precision the required number of sounds per minute.

I therefore recommended the Department to add a heater, by which the water supplied to the boiler would be warmed by the exhaust steam before entering the boiler. This was accordingly done and the effect was good. The boiler was supplied with hot water instead of cold as originally arranged by the maker, so that no perceptible change in the supply of steam was experienced. Yet it was found that this additional aid given to the boiler was not sufficient to keep up the supply of steam required for working the machinery, so as to give regularly the number of sounds required per minute. My report to the Department on this subject, on the 18th December, 1877, I beg to subjoin. After working the machinery for a short time, I was in favour of having a longer sound, but I found, on consultation with Mr. Crosby who erected the machinery, that three seconds was the longest sound that could be given by this apparatus at one blast. I tried one, two and three seconds between each blast, and found that we could get three, four or five blasts or sounds per minute of two seconds each sound with greater regularity and ease than one of longer duration.

Three blasts or sounds of five seconds in each minute would exhaust the receiver to such an extent, that the required pressure on the air gauge could not be maintained. This apparatus is adapted to sound often and at short intervals, and to have the air pumps to work rapidly and the engine quickly, thus keeping up the required pressure in the air cylinder. If the engine runs slowly and the blast is long the receiver is rapidly exhausted, and the air pumps would be working too slowly to keep up the supply and pressure in the air cylinder.

The full length of the lever of the operating valve, with the ball fully extended only gives three seconds duration for each sound, thus showing that the machine was not intended to give a sound of longer duration than three seconds, the longest sound that can be produced with satisfactory results is one of three seconds duration, three times per minute. If this time is adopted it may be maintained by adding the heater and covering the boiler, as the latter, on the whole, is rather small.

Mr. Crosby, the engineer in charge for the time being, reported that the trumpet could not be kept sounding uniformly without still greater boiler power or supply of steam. The Department therefore directed Mr. Wm. M. Smith, Steamboat Inspector, to proceed to that Station, and examine the machinery and test its power &c. This was attended to by Mr. Smith, who reported fully to the Department on this subject. The Department on receipt of this Report directed that a new boiler be made and placed alongside of the smaller one, and that it should be so arranged that one or both could be used separately or together, as occasion might require. The usual notice was therefore given to mariners of the stoppage of the fog-horn, and a new boiler was tendered for according to the description and specification of Mr. Smith, and the tender of Messrs. McLaughlan being the lowest, it was accepted.

The boiler was completed and forwarded to the Station, and is now in course of erection, under the personal supervision of Mr. Smith. The latter gentleman states that an addition to the present building will be necessary in order to cover the boiler and protect it from the weather; when this addition is completed, due notice will be given of the time the trumpet will be put in operation, and I have no doubt but that the machinery will then be in a condition to work regularly, with an ample supply and head of steam sufficient for all requirements.

The horn itself, which contains a vibrating reed, by which the sound is produced, is a novel arrangement to this branch of the Department. Time alone will show whether its adoption is more economical, and whether it will prove of greater efficiency for the service than those in use on this coast. It occurs to me that it is more liable to get out of repair, and is not so efficient as the ordinary whistle used

by the Department at the other stations. All the other parts of the machinery appear to be good and substantial, and work smoothly when in operation.

The importance of establishing a whistle or fog-horn at this Station has frequently been reported on, as it is the entrance to Five Fathom Hole, the only safe harbour of refuge for vessels on the eastern side of the Chignecto Channel.

The fog-trumpet being added to this Station, an increase of pay was allowed to Mr. J. R. Stiles, out of which he is to provide and pay for the services of a suitable engineer, whose qualifications for the position will be subject to the approval of the Department. The repairs to the lighthouse and other improvements at this Station last year were done by Mr. J. R. Stevens, and which he reported on as follows:—The old sills from the lighthouse were removed with considerable trouble, on account of the sills being bolted with bolts 6 feet long, 1½-inch diameter, to wall, but I succeeded in getting them out; new sills were placed under, and again thoroughly bolted. The old floor being rotten, I was obliged to replace the whole with new. In removing the old sills, the steps leading into the lighthouse had likewise to be removed, and, being much decayed, tumbled to pieces, and required to be partially made new. The pond for whistle was made 35 feet long, 17 feet wide, and about 4 feet deep. In digging the ditch, the part crossing the reef near the corner of the barn, for 100 feet, was solid rock, which I had to blast to the depth of 8 feet, in order to bend it to the engine house. The whole length of the ditch was 250 feet; you can readily see how expensive the work was. The platform for landing coal and supplies was constructed about 35 feet square, and with the addition of bolted timbers across the middle of the posts, which were planked over and ballasted, in order to prevent the posts rising with the tides, which completely secured them, and no pains was spared in making the work safe. I also had made steps for ascending and descending to the reef. After completing the foregoing, the men were set to work, and made a good, thorough road from the platform to the top of the hill. The water in the pond was a foot deep and still increasing.

CAPE ENRAGE (FIXED WHITE.)

Lat. 45° 35' 34" N.; Long. 61° 46' 55." W.

Mr. W. S. Starratt, lighthouse keeper and engineer, is in charge of this Station. The Department increased the pay of the keeper at this Station, on condition that he was to provide and pay for a competent assistant engineer for the fog-whistle. I had not visited this Station up to the date of this Report. "Mr. Starratt reports that he considers it important that the lighthouse and fog-whistle should have a careful and "honest inspection." It was found necessary to stop this whistle to repair the boiler. Mr. Starratt reported that one of the plates directly over the fire was cracked and was leaking. Mr. Crosby and a boiler maker were sent to the Station to make the necessary repairs, which were completed at the expense of \$76 93, and the whistle again put in good working order. The machinery at this Station including the boiler, was that formerly in use on Partridge Island, and consequently is old, and requires greater care than is necessary where the boiler and machinery are new. A new boiler will therefore shortly be required here.

Some of the light keepers and engineers in charge of stations, have, of late, taken upon themselves the liberty of changing their assistant engineers without bringing the matter under the notice of this Agency. This is a matter which the Department cannot but regard with some concern and also with disfavor; no resident lighthouse keeper should be allowed to make changes of so important a nature as the removal of one assistant engineer and the appointment of another, without first submitting the matter to the Agency of the Department, and setting forth the reasons for such a change; at the same time submitting for enquiry the name of the person whom it is proposed to appoint in the place of the other. Then the sanction of the Department

is necessary before such an appointment can be regarded as a proper and authorized one.

If this warning be not attended to, the Department is liable to have inefficient and incompetent, as well as unauthorized persons, placed in charge of valuable and important machinery and stations without their knowledge.

QUACO (REVOLVING WHITE.)

Lat. 45° 19' 20" N.; Long. 65° 31' 55". W.

I visited this Station in July and September, and found the keeper and his assistant in charge. The machinery of the lighthouse was in good order, and the lamps were clean and well kept, as was also the machinery of the fog-bell at this Station. The light at this Station is one of the most brilliant and regular working revolving lights in the Bay of Fundy. I sat on the shore at St. Martins and watched it making its revolutions with the greatest regularity and precision, and throwing out over the Harbour Bay and the surrounding country its brilliant light as it revolved. Mariners, as well as the inhabitants of St. Martins, speak in warm terms of this beautiful light, and also of the value and importance to that Station of the fog-bell, which can be heard at a great distance, and is an invaluable guide in making the harbour in thick and foggy weather. I was much pleased to learn that the light was well maintained, and gave such general satisfaction, although the keeper, Mr. Wm. Love, and his assistant are both aged and infirm men. The assistant is paid by Mr. Love out of his own salary. This must necessarily reduce his own allowance to a very small amount, scarcely sufficient, one would infer, for the support of his family. An assistant of some kind is necessary at stations where there is both a light and a fog-alarm, as the number of successive days during which fog continues in the Bay of Fundy, makes it impossible for any one person to keep both in operation; especially so where the machinery has to be carefully watched during the whole time the weather is thick or foggy. The fog-bell at this Station requires winding up every two hours, and where the fog continues for days together the Department can easily see the excessive strain that comes on the keeper even where there is an assistant.

CAPE SPENCER (REVOLVING RED AND WHITE.)

Lat. 46° 12' 30" N.; Long. 65° 54' 0" W.

This light is well maintained; Mr. J. C. Blacklock is the keeper and bestows the greatest care and attention upon his duties. None are more alive to the importance of having everything in a regular and orderly manner than Mr. Blacklock, and in his general supervision the Department have a keeper on whom they can rely with great dependence.

ST. JOHN HARBOUR (BEACON LIGHT, FIXED WHITE.)

Lat. 45° 15' 10 N.; Long. 66° 3' 40" W.

This light is well maintained by Mr. Clark, who has an assistant with him, and gives careful attention to his duties, preserving a good light, and in keeping the building and its surroundings in proper order. The bell is, also, carefully attended to, and is indispensable in entering and leaving this port in thick and foggy weather. Mr. Clark pays his assistant out of his own salary, and he has been soliciting the Department for some allowance for this extra outlay, which has not as yet been acceded to by the Department.

POINT LEPREAUX (TWO FIXED WHITE, 27 FEET APART.)

Lat. 45° 3' 40" N.; Long. 68° 27' 39" W.

I visited this Station when the steamer "Newfield" was on her annual tour, for the purpose of carrying supplies to the lighthouses and fog-whistles of the different stations on the Bay of Fundy. I found the lights well maintained and everything kept in a clean and orderly condition. Mr. George Thomas, the keeper of this Station, is one of the most careful, painstaking and experienced light-keepers in this branch of the service, and any casual observer, in passing through the lighthouse and over all parts of the premises, is at once struck with its neat and regular appearance.

The reflectors of both lights have a bright and high polish, and reflect, like mirrors, objects put in front of them; we have none like them on this coast. I could not but ask Mr. Thomas how he obtained such a brilliant polish, and he replied that he occasionally used the silver wash supplied by me some few years ago. He was at first disposed to throw it away, believing that it did no good, but Mr. Thomas, being a thoroughly intelligent and practical man, was determined to give it a fair trial before condemning it. He therefore persevered, using it as directed, and it was not long before he found the reflectors getting brighter and more brilliant, and by perseveringly continuing its use, they were in time covered with a new coating of silver, fully as bright, if not more so, than when they first came out of the silversmith's battery. The liquid did not at once, nor on being several times used, produce this result, but at each time of washing the reflector retained a small portion of the silver which was held in solution in the liquid, until after repeated applications its effects were seen by the covering of silver, evenly deposited all over the face of the reflectors, so that now, after some years' use, those reflectors keep and present a more brilliant and highly polished surface than any in the service that have come under my observation. I, therefore, feel greatly indebted to Mr. Thomas for this practical result of an experiment, which I adopted with some degree of reluctance on the recommendation of Mr. Hillman, some years ago. I afterwards felt disappointed at the results of its trial at the lighthouses where I had sent it, with directions for its use. Most, if not all, of the other keepers threw it aside, and pronounced it useless, but I shall again direct it to be used by all those light-keepers who have been supplied with it. At some Stations the reflectors are old, and its use could only be expected to be serviceable where the surface is good and the silvering not actually worn off; where this is the case they will again require re-silvering, and then, by using this liquid, the brilliancy of the reflectors may be maintained and yearly improved, instead of being removed and worn off by the constant cleaning as has heretofore been the case.

I had an opportunity of testing the boat supplied by the Department recently to this Station. Mr. Thomas is delighted with her, and well he may be. I saw him launch her down over the bank and along the beach of jagged and uneven rocks with the greatest ease, without the least injury to the boat; he lifts her about as if she were a toy, carrying her from one rock to another with great ease, and when in the water she floats with much buoyancy, is perfectly safe and easy to manage, and will carry from six to eight persons safely in a heavy sea. Several of the stations have already been supplied with boats from this model by the same builder, and all who have received them are delighted with them. It has been a very difficult matter to supply the keepers with satisfactory boats, as they had so many different notions respecting what was required, but I am now satisfied that for a rowing boat we have now reached precisely what is required.

The sills of the lighthouse tower on the south-east side of this Station are very considerably decayed, and will require renewing next season. (This building was erected in 1831, 47 years ago), and when that is being attended to such other repairs as may be required can then be made.

The road to Thomson's Cove, over which the coal is carted, required some repairs, and I gave Mr. Thomas permission to expend from \$10 to \$15 in repairs

upon it, in filling up the ruts and holes made in carting the coal and supplies to the Station, so as to keep the road in good repair.

PEA POINT, L'ETANG HARBOUR .

Lat.

Long.

When I visited this Station last year the building was not fully completed, nor the lighting apparatus in its place in the lantern. It has since been finished, and the lighting apparatus erected, and the light put in operation.

I wish that I could, after making my visit of inspection to this Station, report to the Department that the contract work is to my satisfaction, but it is not so. The workmanship throughout is of the roughest kind, and ought not, in my opinion, to have been passed by the local inspector, though I have not the specification before me to refer to. I can scarcely believe that it has been finished according to specification and contract. With reference to having a first-class light at this Station, I referred to it in my last Report to the Department as follows :—

“The importance of this light cannot be over-estimated. It is situated at the eastern entrance to L'Etang Harbour. During my stay at this place I had an opportunity of examining more fully this safe and spacious port. Without exception it is one of the very finest harbours in the Bay of Fundy, with a wide and easy entrance, deep water, and completely protected from every wind and storm. The two lights, one at the western, and the other at the eastern entrance to this extensive and sheltered harbour, are two lights of the greatest value to the marine service of the Bay of Fundy. Oil and some other supplies were landed at this Station, and these were with some difficulty got to the lighthouse.”

I regret to inform you that this green light is not considered sufficiently clear and discernable for that Station. I quite understand the object the Department had in view in selecting a green light for this place, viz : to prevent mistakes where the other lights are numerous and so near together. I have had but little experience of the characteristics of green, and unable to state whether the defective and poor light was from this or other causes, but I was unable to discern it, when within but a short distance of it, in the “Newfield.” Whether this was to be attributed to the glass or the keeper not having the full power of the light on I cannot say. On arriving at the Station he informed me that the lamps were burning as high as was safe.

I am not prepared to state that I am very favourably impressed with this description of burner for lighthouse purposes, from the short experience I have had of its working—that is only at the breakwater at Negrotown Point, and the Pea Point Stations and Pokemouche.

My own impression at this moment is, that it would be improved by a button to bring the oxygen of the air more in contact with the flame to produce greater combustion, and give greater intensity and whiteness to the light. I thought of trying this on one of the lamps for my own satisfaction.

The ordinary Argand button lamp now used by the Department gives a fine light, and so also does the mammoth flat-wick burner. The latter are safe, and well adapted for inexperienced light keepers. Captain Purdy addressed to me the following note with reference to Pea Point Light :—

" DOMINION GOVERNMENT STEAMSHIP 'NEWFIELD,'
" POINT LEPREAUX, N.B., 27th August, 1878.

" SIR,—The light at present exhibited at Pea Point is not at all suitable, as a green light does not show for any great distance, and is liable to be mistaken for a vessel's starboard light. I would respectfully suggest that it should be changed to a red flash light.

(Signed) J. N. PURDY.

" J. H. HARDING, Esq.,
" Marine and Fishery Department,
" St. John, N.B."

If this suggestion should be adopted, a new lantern would be required, as the present one is too small, and not suitable for a revolving light. I shall require to visit or send some competent person to this Station, at an early day, to have the workings of this light carefully examined into.

With reference to the purchase of land at this Station, I would beg to submit a letter received from Mr. C. McGee, of St. George, but the purchase has not yet been effected :—

" SAINT GEORGE, 22nd October. 1877.

" SIR,—I received a letter from Mr. Bennett on the 20th inst., and I herewith subjoin extracts of the same, relating to Pea Point Island, &c. :

" In regard to Pea Point Island, with a road to it, I understand that \$75 is the price that you have set upon it, so I suppose I must agree to it. Now, if you want the deed for it, you will get it made out, and send it on to me for signature and acknowledgment. Then I will return it to you, and you can remit the money by Post-office Order."

" In regard to the Pea Point field, I will sell about five acres for \$150, and no less. I should like to know as soon as possible, as I am about selling the whole place.' Also as follows :—

" The sum of \$75 is the amount agreed upon between his son and me last spring for the Island, and I feel that the Government will be satisfied, as it is a reasonable figure. The field referred to in the second paragraph of the extracts from the letter, is the whole or about the whole of the available land on the Point, a part of which I suggested to you some time ago, as the Government would do well to buy, that the keeper might have an opportunity to raise some farm produce to assist in supplying himself and family. Were the five acres referred to, or as much as the Department thought necessary, purchased for the benefit of the keeper, I feel satisfied that it would in the end be a saving to the Department, as the products of the said land would fully supplement a low salary, while without a small piece of land to work, the Department may find it difficult to retain a keeper without an increase of salary."

" I have the honor to be, Sir,
" Yours truly,

(Signed) C. MCGEE.

" J. H. HARDING, Esq., Agent,
" Marine and Fisheries, St. John."

MIDJIC BLUFF.

Lat. 45° 6' 53" N. ; Long. 66° 54' 30" W.

I visited this Station on the 26th August. The light is carefully maintained ; there are three mammoth flat-wick burners in use at this lighthouse. Two panes of glass in the lantern were cracked, but not sufficiently damaged to be removed.

It was found that the Indian rubber lining put in back of the last pane had worked nicely, and the pane had not been cracked in setting as were some of the others, both at this and other stations, but has remained perfect. It is considered that since more of the woods have been cut away, that an additional burner would be an advantage to this Station ; this I will have attended to. A small bridge required to be replaced on the road, which I agreed to pay \$3 for when completed, and to make a further small consideration on their removing a body of trees still obstructing the light to the southwest.

SAND REEF LIGHTHOUSE (PASSAMAQUODDY BAY.)

Lat. 45° 3' 45" N. ; Long. 67° 0' 50" W.

I visited this lighthouse on the 24th August, when the supplies were landed from the "Newfield."

In January last I received the following letter from Mr. Jas. Clark, the keeper : "The gale of the 11th instant carried away part of my wood, and ripped up the upper deck on the northeast side ; I had the deck fastened down again. Lost the water-spout and all the water but one barrel. The spray went all over the top of the lighthouse. The stairs also gone."

This is the second time the stairs have been carried away ; the sea strikes with great power and force particularly on that side of the lighthouse block. I gave directions how I wished the stairs rebuilt, but they did not have the work done as I directed. I was surprised to see the size of the timber that was broken and smashed up, and the heavy iron bolts drawn and twisted as though they were threads. With this exception I found all in good condition.

Since writing the above, Mr. Gilley, a competent and reliable builder, has come here to see me on this subject, at the request of the keeper, and I forwarded to the Department at Ottawa a brief sketch of an improvement that we thought desirable to adopt, which would protect the main block, and give a safe landing at the stairs for boats, and enlarge the space on the top of the blocks, where storing room will be valuable.

As the light-keeper appears to be alarmed when a heavy storm arises, I think it would be advisable to have the dwelling-house secured more firmly to the block below by a few strong knees, which would prevent the tower from shaking, however strong the gale of wind may be.

SAINT ANDREW'S LIGHT.

Lat. 45° 3' 45" N. ; Long. 67° 0' 50" W.

The keeper of this light, Mr. Geo. Pendlebury, has long been at this station, and gives very great attention and care to his duties. The light is well maintained. A new platform covering is required in front of the dwelling-house, which at present is not safe. This I directed him to have done, the expense being small. Some repairs are needed on the tower to prevent a leak near the lantern, which will also be attended to.

MACHIAS SEAL ISLAND.

Lat. 44° 30' 7" N; Long. 67° 6' 13" W.

The supplies were landed at this Station on the 12th August. Mr. Wm. M. Smith took with him Mr. S. Clark, and some other hands, to erect the new dioptric lighting apparatus, of the third order, which was landed safely and has since been erected in good shape, and ready for directions from the Department to have it put in operation.

The following notice in reference to the new lighthouse has already been forwarded to the Department, viz:—

"A dioptric light of the third order has been erected by the Government of Canada on the south-east side of the Machias Seal Island, the two lights bear N. W. and S.E. from each other, Lat. 44° 30' 7" N; Long. 67° 6' 13" W."

The height of the lighthouse from high-water mark is 66 feet, and from the base of the building to the vane 53 feet. The distance between the two buildings from centre to centre, is 64 yards.

The Yellow Ledges bear E.S.E. from the new light 10½ miles.

The north shoal bears N. ¼ E., distance 1½ miles of magnetic bearings. These two lights when brought in range, lead 4½ miles south of the Mura Ledge,, whereas the former lights ranged with them.

With reference to the N.W. Lighthouse, I forwarded the following Report to the Department on the 4th September, viz:—"As Mr. S. Clark and men were on the Island, I directed him to assist Mr. Webster in laying a rail track from the shore to the new coal shed, on the south side of the engine house, and to remove the projecting ends of a dangerous rock lying alongside of the track near low water, which endangers the safety of boats when approaching and lying near the track, the surf forcing them against these rocks with such violence as to break them. It also endangers the lives of the seamen while discharging the coal and supplies. There is most always a heavy roll and surf breaking in over the landing, which frequently carries the boat and men over the track and against and over this dangerous jetting point of rock. One of the boats had her side partly broken in, and a hole stove in her bottom while there this trip, and consequently there was some delay in discharging before it was repaired. There are several other small matters which require to be done, and which Mr. Webster cannot do alone, and which can be done much cheaper while these men are there. I therefore considered it better to allow them to remain to assist Mr. Webster, after Mr. Smith was done with them, until your instructions are received with reference to repairs needed on the North Lighthouse, and then the parties doing that work could finish up whatever remained to be done after Mr. Webster has the new track completed. No work will be done on the North West Lighthouse by those men now there unless you so direct. Mr. George Armstrong's contract work was not quite completed on the new lighthouse building, and I did not know but the Department might make arrangements with him to make these repairs.

Mr. Webster keeps the Station in good order, and is faithful in the discharge of his duties both to the lighthouse and fog-whistle services. He is a very competent engineer.

GANNET ROCK LIGHT.

Lat. 44° 0' 38" Long. 66° 47' 0"

This Station was visited on the 19th of August. Some days were lost by the steamer at Seal Cove, waiting for clear weather to approach this dangerous Station. The supplies were landed safely, and the lumber ordered for the repairs, which the Department has had in view for some years past. The following Report I forwarded to the Department on my return.

I examined the sills of the lighthouse, which it was feared were decayed from the long exposure to wet from the defective hip roof at the base of the building. I have great pleasure in stating that I found the sills had not undergone the amount of decay it was feared from their long exposure from the bad roof referred to. I had some difficulty in reaching the sills, but did so, particularly on the north side of the building where they were most exposed, and could see the condition of the others on the south side, though I could not get to them, and would therefore report that no repairs are needed on that part of the building nor need be for years to come.

The hip roof I found very much decayed, the nails are completely rusted off, and the shingles loose, and it is from this source that water finds its way to the sills of the lighthouse. This part of the building requires renewing, but no serious damage will ensue if it should be deferred till another season, when it could be removed early in the season so as to allow the frame to become dry.

The granite wall surrounding the tower, and built for its protection, is a strong and formidable structure, and requires to be kept in good order, this I found has of late been very much shaken, and should be repaired without delay; the stones or blocks of granite have not been removed from their places, but are loose and require to be cemented anew, as all the old filling is completely gone. I landed the cement on the island for this purpose, and will direct to have it attended to; the expense will not be large, though the seams are very open.

The whole of the platform on the north side of the building, which is wood work has rotted and decayed, so as to be unsafe to land anything upon, and they have not been using the signal gun in consequence, and serious disaster might ensue from such neglect. The specification of lumber sent to me for this purpose was only in part what is required. I shall therefore send suitable scantling by some small vessel, and have this work done without delay, as it is unavoidable, and should not have been put off so long, as it endangers the other part of the work on the south side, which is now in good condition.

The cost of the work which I would propose having completed this fall at that Station will not be much, if any, over five hundred dollars, including material.

The illuminating apparatus is worked by delicate machinery. Some parts of it are considerably worn, and, if possible, should be duplicated. I have taken a sketch of the most important pieces, and will communicate direct with Messrs. Chance Bros. to see if they have the patterns, and can supply the parts most needed, from the description and sizes which I am able to give them.

No pains should be spared to have this light and Station kept up to the highest state of efficiency, as it is situated among the Murr Ledges, so dangerous to vessels entering the Bay of Fundy, and with reference to which I have, in all my Annual Reports, directed the attention of the Department, as scarcely a year passes without the loss of some vessel, and frequently great loss of life occurring on those dangerous ledges. A building of some description on the Yellow Murr Ledge might be found of great advantage in saving life and property. I beg to enclose part of a communication, cut out of the *Daily Telegraph*, referring to this wild and dangerous part of our coast.

"The well-known Gannet Rock Light, of which McLaughlin has been keeper 33 years, was erected in about the year 1832. This desolate rock, about nine miles to the north-west of Grand Manan, lies amongst the outermost of those dangerous shoals and ledges which surround the southern part of the island, and render the approach to the Bay of Fundy hazardous and dangerous, especially during those dense fogs which prevail on that part of our coasts. A great number of these ledges are uncovered only at low water, while the swift and stormy tides of Fundy sweep directly through them. The lighthouse is a plain wooden structure, painted white, with black, vertical stripes, and a basement formed of heavy blocks of granite, adding somewhat to its solidity, which is very necessary, as in many gales the sea sweeps over the whole surface of the rock. A light keeper and his family reside here, a situation lonely enough, as during the prevalence of bad weather all communication

with the shore is cut off, and the space between and in all directions around are one vast collection of foaming breakers. All the buildings should be of stone.

"The Government steamer visits here once during the year, and lands the rations, supplies of oil, fuel, etc., needed. A large gun is also placed on the rock, which is fired at intervals during foggy weather, to warn vessels of their approach to the rock.

"A few years ago one of Her Majesty's vessels, the "Britomart," ran almost directly on the top of the lighthouse during a fog; providentially a deep gulley intervened between the rock and the ledges through which she passed in safety, though hardly wide enough to admit her. There have been numerous other casualties on these surrounding ledges, many unfortunately causing the loss of all on board. This place should be visited more frequently, not only on account of the wrecks liable at all times to occur in the vicinity, but also on account of accident or sickness happening to the keeper or his family in their isolated home. There should be a steamer kept on purpose to visit this and many other of these Bay of Fundy lights at least once a month. A small, handy wooden steamer would be a great boon to the people living in these lonely places, enabling them to live more comfortably and have more frequent communication with the main land, and also possibly render great assistance to shipwrecked vessels and their crews. The Dominion of Canada has, during the past few years, added greatly to the number of lights and fog-alarms on its vast extent of sea coast, so that it will compare favorably with that of any other nation, and by placing a steamer line through Bay of Fundy, whose sole duty should be to attend to those remote places—would add materially to the efficiency of their marine and lighthouse department, besides the probable saving of much valuable life and property.

"The dangerous Murr Ledges also lie to the south-west of the rock, blocking up the channel between it and Machias Seal Island, and a small light or beacon could easily be erected upon the Yellow Ledge, which is the highest and also the most southern; and a life-boat could be kept on this ledge safely, which would afford valuable aid to shipwrecked persons, and possibly save their lives.

"Early in this month a large new ship, the "Regent" (I understand), 1,400 tons, bound from St. John to Liverpool, found herself hemmed in among these ledges, and, but for favorable winds after a few days' imprisonment, would have probably gone to pieces. I heard her value put at \$100,000. Surely the Marine Department should look to these fog death pits!"

DREW'S HEAD, BEAVER HARBOUR (FIXED RED.)

Lat. 45° 3' 45" N.; Long. 66° 44' 0" W.

I visited this Station on the 26th August, 1878. I found everything connected with the lighting apparatus in good order, as well as the buildings and surroundings. The eastern side of the lighthouse tower leaks, and the siding will require to come off and be relaid, with less surface exposed to the weather; three inches is as much as the siding on the lighthouse tower can be laid with safety to be tight. The usual width of siding here is six inches.

BLISS ISLAND (FIXED RED.)

Lat. 45° 1' 15" N.; Long. 66° 51' 0" W.

The supplies were landed at this Station from the "Newfield," on the 20th August. Everything about this Station is kept clean and orderly. A small expenditure on the building used as a kitchen would be well applied, and a well should be dug, if possible, as the keeper is obliged at present to bring water from a long distance.

The north side of the lantern requires another pane of glass and light, for the use of the inside of the harbour, which I directed the keeper to have put in; there are two spare panes of glass on hand.

As Mr. Clark, or some of his family, are not very healthy, he requested to be allowed a supply of medicine, with directions for use.

The lighthouse lot requires enclosing. I told Mr. Clark that he could have this done, and that he could have poles for the purpose cut off the lot, he giving assistance to perform the work. This is necessary to avoid disputes in the future as to the boundary lines.

ST. CROIX RIVER LIGHTS.

The supplies for these Stations were landed at St. Andrews, and placed in care of Mr. Pendlebury, to be forwarded by the steamer that goes to St. Stephen.

SOUTH WOLF (REVOLVING WHITE.)

Lat. 44° 56' 30" N. ; Long. 69° 44' 10" W.

The supplies were all delivered from the steamer "Newfield" in a short time, the facilities there now being very great, owing to the wharf and store on the same, erected by Mr. Snell, for which the Department have proposed to pay him \$160. This sum Mr. Snell considers too small, as it would not pay one-half of the cost of the work. During the last year Mr. Snell has extended the wharf out another block, which still improves the landing, and makes a larger and safer harbour inside. This has been done at his own discretion, but the improvement is valuable to the Department. He has provided the labour and material at his own expense.

With reference to the value of the property occupied by this station, I would beg to state that the soil on the south end, on which the lighthouse is erected, is unfit for agricultural purposes, and Mr. Snell has never been able to raise a crop of any kind upon it, with the exception of a small potato field, some distance from the lighthouse, where there is a small patch of different soil. As it was near sundown when I landed on the Island, and Captain Purdy was desirous of reaching a harbour before dark, my stay was too short to get any measurements of the size of the south bluff, but I should judge from its appearance that in the lighthouse lot there would be some five or six acres. This is a rough, barren and sterile plot, without any soil on the rocks, excepting something resembling ordinary turf. I made enquiries respecting the rightful owners of these Islands, of Mr. Joshua Paul, of Beaver Harbour, and with the following result. There are five islands. Joshua Paul informed me that he purchased the five islands from James Paul for \$500, in 1832, and the deed is on record in the Registry Office in St. Andrews. Joshua sold again to Alex, T. Paul, of St. Andrews, in 1871; his wife not signing off. The conditions not being fulfilled, he still claims the property. I saw a letter from Mr. Alex. T. Paul, of St. Andrews to Mr. Joshua Paul, informing the latter that he will give him a life lease of the whole of the islands and its benefits, if his wife will sign off, but this she has not yet, I think, agreed to do. The following is, therefore, the result of my enquiries as to the titles of the property, viz:—

The Islands were granted by the New Brunswick Government to Caleb Paul in 1798. This record is from the Crown Land Office and was shown to me, signed by the Surveyor General, Mr. Stevens. These rights passed by title or heirship to Jacob Paul, also to James Paul, then to Joshua, and from Joshua to Alexander T. Paul of St. Andrews, with these particulars the titles may be traced by the records at St. Andrews. I thought it best to get Mr. Joshua Paul's views about a price for rent or sale, as he is the party who threatened the suit against Mr. Snell the light

keeper. His conditions are as follows: 1st. He will sell the whole of the South Island on which the lighthouse is built for \$1,000, which he thinks contains 150 acres; or he will sell 10 acres where the lighthouse is built for \$250, or five acres or more or less as required, at the same rate, or will lease the whole Island for \$30 per annum with all its privileges, that is the right of cutting hay and wood for use, but claims \$150 for the past seven years rent. A right of way in all cases will be given through to the other or north east end of the Island for a landing place for winter. I am under the impression that as Alexander T. Paul, of Andrews, may have the fee simple it would be advisable to open a correspondence with him on this subject, which may lead to the Department being quieted in their possession of that portion of the Island they may require, either by an annual rent or purchase.

The following is copy of a letter received by Mr. Snell:—

“SHERIFF’S OFFICE, ST. ANDREWS, 4th July, 1878.

“SIR,—I am informed that you have been for several years using the Southern Wolf Island as if it belonged to you, by cutting the hay, and pasturing your cattle and sheep upon it. I never gave you any permission or authority so to do, and unless you make an arrangement without any delay, with my uncle Joshua Paul, who I have authorized to act for me in the matter, I shall take legal proceedings to recover from you damages as a trespasser upon my property, and that of my sister Mrs. Crosby, and shall also bring your conduct under the notice of the Minister of Marine and Fisheries. After arranging with my uncle for the time past, you will then have to take a lease of the part of the Island you may wish to occupy, on such terms as to the rent and payment of it, as you and he may agree upon.

“My uncle’s receipt for the amount which he and you may agree upon for the past, will be a sufficient release to you of all claim on my part, till the time you agree upon the amount.

“Trusting you will attend to this without delay.

“I remain,

“Your obedient servant,

“(Signed) ALEXANDER T. PAUX.

“Mr. EDWARD SNELL,
Southern Wolf.”

HEAD HARBOUR (FIXED WHITE.)

Lat. 44° 57' 40" N.; Long. 66° 54' 10" W.

The lighthouse and lighting apparatus are all in good order, as well as the dwelling-house and other buildings. Mr. McLaughlin, the keeper, is a very careful and painstaking person, and keeps everything neat and orderly. The supplies were landed from the “Newfield” without much detention, owing to there being a landing way at this Station. The sea is making a breach on the north and south sides near the buildings, and a block is required at each place built up with timber, or logs filled in with stone to stop further washing away, or in a short time it will reach the foundation of both the dwelling-house and tower. The expense of repairs at present will not be over a hundred or two dollars, but if allowed to continue it will amount to very much more.

 SWALLOW TAIL (FIXED WHITE.)

Lat. 44° 45' 52" N.; Long. 64° 44' 0" W.

The supplies for this Station were landed from the "Newfield" 22nd August. This Station and its appurtenances are kept in the very best order. A small powder magazine is required to store the powder, which I observed was in the lighthouse building.

The boat having been damaged, I had her brought to St. Johns for repairs. She is too large and heavy for that Station. A light one is required to replace the one now here for repairs, and this one will become useful at one of the other Stations where the cliff is not high, such as Grand Harbour. The lighthouse tower will require painting next season.

 PARTRIDGE ISLAND.

Lat. 45° 14' 20" N.; Long. 66° 3' 20" W.

There is a lighthouse, fog-whistle, and signal Station on this island. No extra expense has been incurred at this Station beyond the ordinary bills for maintenance, during the past year. Owing to a larger boiler having been added to the fog-whistle at this Station, the supply of water has been insufficient during the long continuance of foggy weather in the middle of summer. This deficiency has been supplied by water carried from the tide for the last year or two past. To avoid this expense in future, an additional well will be excavated this fall.

Mr. Patrick Carroll has been awarded the tender for erecting a brick building to replace the old wooden building of the fog whistle now there.

The following is copy of a letter received from Mr. P. Carroll, with reference to changes made at the light station, at Bathurst:

"ST. JOHN, N.B., September, 1878.

"DEAR SIR,—Pursuant to instructions, dated at Ottawa, 22nd April, to proceed to Bathurst, N.B., as soon as I had finished works on hand, and carry out the recommendation contained in an accompanying Report of the Inspector of Lights for New Brunswick, I beg leave to state that I arrived at Bathurst on the 25th June, and called on T. E. O'Brien, Esq., and P. J. Hachey, Harbour Master, and as no opinion had been given as to the best means of raising each beacon ten feet, and they being already an imperfect piece of mechanism, on stormy nights shaking so much that the lights went out, I agreed with their concurrence to move the western tower off its foundation, still keeping it lighted, and erect in its stead a new tower the height required, and when the latter was lighted, move the western or old tower to the site occupied by the eastern or low tower, by this means the height asked for in the report has been effected, and without any interruption of the lights for an instant. This work is now completed, and the light in the new western tower stands 43 feet above high water, and is red striped. The light having a 20 inch reflector and mammoth flat-wick, I may remark that it is the most brilliant red light in your Agency, it is composed of strips of red glass four inches wide kept an inch apart in a frame showing very brilliant at a distance of 14 miles. The old western tower which is now moved to its present site, and strengthened, has its side door closed and a new stairs erected, and the passage is by a hatch in the floor, is painted white, is a white light having a 20-inch reflector, mammoth flat-wick, is a good light, gives full satisfaction to fishermen and others. The old tower is moved a distance of 100 yards in the shade of the keepers building to prevent it being seen by day from any approach from sea, it may be required at some other point, and many persons from Clifton have remarked that it would be well suited for the breakwater now being erected.

"Yours, &c.,

"(Signed) P. CARROLL,

"To J. H. HARDING, Esq.,
Agent, Marine, &c."

OIL.

The supply of oil for the lighthouses was purchased of Messrs. Fitzgerald; the number of gallons was 12,212, costing \$2,931.00. The quality is reported good by the keepers at the different stations. It is put up in good casks, and in every respect appears to be manufactured with care, and has the standard mark branded upon each cask, with its contents.

OBSERVATORY, ST. JOHN, N.B.

The Observatory at this port is under charge of Mr. George Hutchinson, and the Signal Station under Mr. J. B. Longley. The Anchor Line warehouse has been used for this purpose during the past year. It was found that this position afforded better accommodation than at the warehouse of Messrs. Small & Hatheway. The Messrs. Scammell were kind enough to grant to the Department the privilege of using that building during their term, and also to allow their offices in that building to be occupied by Mr. Longley, in common, for which accommodation, so generously granted, the Department is indebted to the Messrs. Scammell, and, though they have made no formal charge, yet the Department having enjoyed the privilege for which they paid rent to the corporation, some remuneration at least should be tendered to Messrs. Scammell for the accommodation afforded for the public service. I am now informed that the building is now in the hands of the city corporation, and on learning this, I requested His Worship the Mayor to inform me what charge they intend making for the privilege afforded, to which I have not yet received any reply. It was expected that a signal staff and accommodation for Mr. Longley would have been provided on the building belonging to Mr. Davidson; this, however, has not been done, as there is some difficulty in securing the signal staff on the flat roof of this building, and as the other position is a more open and convenient one, it has been allowed to continue there up to the present time. I beg to append Mr. Longley's Report, ending the 20th September, 1878:—

ST. JOHN, N.B., 20th September, 1878.

SIR,—In making my annual report for the year ending 20th September, 1878, you will notice a large falling off in the number of vessels and tonnage compared with last year.

	Tonnage.
8 Steamers.....	4,729
71 Ships	89,613
142 Barques	64,260
4 Barkentines	1,245
15 Brigs.....	4,705
98 Brigantines.	24,656
26 Schooners, three-masted.....	5,988
Total.....	195,195

Your obedient servant,

(Signed) JOHN B. LONGLEY.

J. H. HARDING, Esq., Agent,
Marine and Fisheries, St. John, N.B.

ST. JOHN RIVER LIGHTS.

The following are the light stations in the St. John River district, situated at the following places:—Green Head, Mr. J. Williams, Keeper; Sand Point, Mr. James

Clark, Keeper; Oak Point, Mr. Chas. Theal, Keeper; No Man's Friend, Mr. Edmund Buasa, Keeper; Oromocto Shoals, Mr. James K. Hazen, Keeper; Wilmot's Bluff, Mr. J. D. Wilmot, Keeper; Robertson's Point, Mr. Samuel Robertson, Keeper; Fanjoy's Point, Mr. Wm. Fanjoy, Keeper; Cox's Point, Mr. M. Y. Cox, Keeper; Newcastle, Mr. Robert McMann, Keeper; Musquash Island, Mr. Daniel Smith, Keeper; Hendry's Point, Mr. Jos. Hendry, Keeper.

It is proposed to change the beacon light at the end of the mouth of the Oromocto, so as to range with the lights on Wilmot's Bluff, and, with the channel, to guide steamers and other vessels through the intricate passage between the Islands at the mouth of the Oromocto River.

HILLSBOROUGH, A. C.

The tower at this Station, which is on the end of the wharf near the rear of the Plaster Company's works has been repaired. The wharf had settled in consequence of the quantity of plaster stored upon it, and consequently gave the lighthouse a lean on one side, but it has been straightened up.

FOG-WHISTLES.

There are eight fog-alarms on the southern and eastern coasts of our Provinces viz, at Partridge Island, Point Lepreaux, North Head on Grand Manan, Machias Seal Island, Cape Enrage and Grindstone Island in the Bay of Fundy, and at Point Ecuminac and Point Miscou in the Gulf of St. Lawrence. Seven of these have been maintained in successful operation during the year. They have all been supplied with coal and all necessary supplies.

NEW LIGHTHOUSES AND FOG-ALARMS.

Additional lighthouses and fog-alarms are to be erected at the following places, viz. :—

Lighthouse at South-West Head of Grand Manan;
Grand Harbour;
Eastern Head of Musquash Harbour;
Range of lights at Richibucto Beach;
A lighthouse at Petite Roche, Gloucester;
A lighthouse at Salmon River, Grand Lake, and
A fog-trumpet at Petite Passage, County of Charlotte.

Applications have been made to have lighthouses erected at the following places, where they are reported to be much needed, viz. :—

At Little Shippegan Gully, in the County of Gloucester, and at Pokeshady, at the entrance to the harbour of Big Shippegan and eastern entrance to Caraquet.

The inhabitants of Woodward's Cove, Grand Manan, request that a small light may be placed on one of the wharfs there to guide vessels into that harbour, and they would be at the expense of attending it.

A similar light is required at Seal Cove, which would also be attended without any additional expense to the Department.

At Salmon River, Grand Lake, Queen's county, Petite Roche, county of Gloucester, eastern head of Musquash Harbour, St. John County. Range of lights on Richibucto Beach, County of Kent, south-west head of Grand Manan and Grand

Harbour. A new lighthouse has been erected on Machias Seal Island, on the south-east side of the Island, to range with the light on the north-west side of the same, which will shortly be put in operation; notice of particulars have already been forwarded to the Department.

BUOYS AND BEACONS.

OLD PROPRIETOR.

Lat. 45° 33' 10" N.; Long. 66° 40' 0" W.

On my last visit of inspection in August, to the light stations, I was able to see this spindle from Gannet Rock Light. Mr. McLaughlin reports that he thinks it requires additional cement wedged between the spindle and the rock at its base. I directed him to attend to it, and I herewith send a copy of his Report on this subject.

Mr. McLaughlin reports as follows:—

"In accordance with instructions that I gave Mr. W. B. McLaughlin on the 2nd October last, he visited the above ledge with four men on the 15th and 16th October, and found the spindle listed to the northward, so that it leaves a space of some two or three inches between the foot of the spindle and the rock on the southerly side; they ran the blade of the oar down some two feet between the shaft and the rock. The sea ran so high that he could not make out whether the cementing had given way or not, but it is evident the spindle was loose in its socket. He also found that the spindle bent to the northward near the shoulder upon which the iron ball is placed. He further thinks that the spindle has been struck by some vessel, during one of the heavy gales last winter. The sea ran so high at the time, that it was impossible for him to paint the spindle at that time. The spindle was not listed enough to injure it, providing it is secured in the socket.

BELL BUOY.

This is situated off the eastern end of Partridge Island, at the entrance to the Port of St. John, an indispensable guide to vessels entering this port. The new mooring tackle provided last year has been attached, and the buoy has been safely moored in her proper position since. It requires painting, and the mooring again overhauled before winter. It would be well for the Department to have an automatic buoy at this position, and also at Split Rock.

ST. GEORGE.

The above named district, which is under the charge of Mr. James Dick, is very extensive. In addition to the River and Port of St. George, he has supervision of the West Isles, a district which has long been neglected, and one where buoys were more required than almost any other cove on our coast. Part of these Islands are frequented by fishermen, and many of the harbours are used by merchant vessels in lumber and other trades. There have been nine new buoys placed outside, where there was none before, and still a number is yet required. There are two buoys needed off Hatheway's Head to mark the sunken rocks which lay right in the middle of the channel. The first buoy is required to mark the ledge that lays in the mid channel between St. Helena and Deer Island; this ledge is bare two hours before low water. The second buoy is required off a chain of Ledges lying between Deer Island and the north-east point of Dinner Island, and is bare at low water. There is another buoy required off Pompey Ledge, at the north-east end of Bar Island, at the entrance to the North-West Harbour. A buoy is also required off the south-west ledge buoy requires to be large and firmly bedded, as it is most important, and cannot well of Dinner Island, to mark the channel leading into North-West Harbor. The last-named

be dispensed with. There is also a buoy required on a sunken ledge in North-West Harbour. The chain of No. 20 buoy broke, and the buoy was lost in June last, but was replaced with a new one at once. The buoy on the Little White Horse (No. 19) was carried away in July last, but was again secured; after being scraped and painted is now ready to be replaced. The delay has been caused by not being able to get a vessel to lighter it off. The buoy at Beaver Harbour, (No. 26) was carried away, and will have to be replaced by a new one. The above buoys have all been down five years, with the exception of No. 19, and the iron-work completely worn out.

ST. CROIX RIVER.

On the above river there will be three new buoys required, one on the upper St. Croix having been lost, and two near Doucet Island being worn out. I would also advise that a buoy be placed to show the end of the bar which makes off Mascarine Point, in L'Etete Passage, and also one on the half tide ledge situate opposite, in the passage, as both of these are dangers which require to be carefully avoided, as they are directly in the channel and have caused much damage. Also that the spar buoys at present in Bliss and Beaver Harbours, and on the ledge inside of the White Horse be replaced by much larger ones, as the present ones cannot be seen far enough to avoid danger.

SHEMOGUE.

After the buoys were placed the sea carried away the black buoy and red buoy. Mr. John Avard, the harbour master, had them picked up and replaced at a cost of \$10.

ST. ANDREWS.

Two days after the buoys were placed, some unknown schooner struck and carried away one which has been replaced. There are two buoys, No. 1 and No. 4, which require to be new as the old ones are getting water logged. With reference to two upright beacons on the swashway, they are difficult to secure. I had replaced one, but in two days it was destroyed by a schooner running against it; I had to replace it by another; I got it done as reasonably as possible; I am trying to discover the vessel. The buoys and beacons are all in position.

Copy of a letter from A. McQuin, dated 11th October.

SHEDIAC BUOYS.

The gale of Friday, 9th October, carried away the buoy on the Zephyr Rock, the chain parted in the centre; it drifted to the Borchus shore, leaving about three fathoms of chain attached to the rock by which it was buoyed. I have had it brought here to the wharf, and, as soon as the weather will permit, I will have it replaced in its proper place again; I have had considerable trouble with them this season on account of the leakage in them which is caused by the worms eating the wood. I think that it would be desirable to have them another year sheathed with zinc or copper on the underneath part, for I have had to have the water drawn off several times this season.

SHEPODY RIVER.

The buoys were placed in their positions on the 1st May last. The harbour master reports that there are three more required for the safe navigation of the above river.

In concluding my Report for the past year, I beg to append the Report of Mr. James Mitchell, the Superintendent of Lights on the north shore and east coast of the Province, also under the supervision of this branch of the Department.

I have the honor to be, Sir,

Your most obedient servant,

(Signed) J. H. HARDING.

Sir ALBERT J. SMITH,
Minister of Marine and Fisheries, &c.,
Ottawa.

DEPARTMENT OF MARINE AND FISHERIES, ST. JOHN, N.B.

Keepers.	Station.	Post Office Address.
John R. Styles	Grindstone Island Light.....	Hopewell, Albert Co.
Wm. S. Starratt	Cape Enrage do	Albert Co.
William Love	Quaco do	Quaco, St. John Co.
James Wilson	Partridge Island do	St. John, N.B.
Timothy Clarke	Beacon do	Carleton, St. John Co.
George Thomas	Point Lepreaux do	Dipper Harbour, St. John Co.
John W. Kent	Swallow Tail do	Grand Manan, Charlotte Co.
H. McLaughlin	Head Harbour do	Campo Bello, do
George Pendlebury	St. Andrews do	St. Andrews, do
W. B. McLaughlin	Gannet Rock do	Grand Manan, do
David Webster	Machias Seal Island do	Cutler, Maine.
A. W. Bent	Jourimain do	Botsford, Westmoreland Co.
Robt. Rivers	Miscou do	Point Miscou, Gloucester Co.
Thomas Phillips	Escuminac do	Hardwick, Northumberland Co.
Fabien Richard	Richibucto do	Richibucto, Kent Co.
Wood Williston	Fox Island do	Pardwick, Northumberland Co.
Hugh Murray	Portage Island do	Church Point, Alnwick, N'thumberl'd Co.
M. Robinson	Shediac Island do	Shediac, Westmoreland Co.
James Wilson	Fog Alarm, Partridge Island	St. John, N.B.
Wm. Gallant	do Point Lepreaux	Dipper Harbor, St. John Co.
Louis Porlier	Caraquet Island Light	Caraquet, Gloucester Co.
J. N. Williams	Green Head do	Indiantown, St. John Co.
Robt. Clarke	Sand Point do	Westfield, King's Co.
Chas. Theal	Oak Point do	Round Hill, King's Co.
Edmund Buzza	No Man's Friend do	Gagetown, Queen's Co.
Mrs. James K. Hazen	Oromocto Shoals do	Oromocto, Sanbury Co.
J. D. Wilmot	Wilmot's Bluff do	Belmont, do
M. Y. Cox	Cox's Point, Grand Lake	Canning, Queen's Co.
Geo. Grant	Grant's Beach do	Lower Newcastle, Miramichi Co.
J. Oughlan	Oak Point do	Oak Point.
Thomas Lewis	Preston's Beach do	Hardwick, Northumberland Co.
Edward Snel	Southern Wolves do	Eastport, Maine.
Jarvis Clark	Bliss Island do	St. George, Charlotte Co.
John Connors	Bathurst do	Bathurst, Gloucester Co.
Louis Arseneaux	Dalhousie do	Dalhousie, Restigouche Co.
Chas. LeBlanc	Cassies' Point do	Shediac, Westmoreland Co.
Wm. Archer	Tracadie do	Tracadie, Gloucester Co.
Francis H. Dumaresq	Shippegan do	Shippegan, do
R. Reinshorow	Lower Fox Island do	Lower Newcastle, Miramichi Co.
John McKay	Sheldrake Island do	Chatham, do
Wm. Morrison	Neguac do	Neguac, Northumberland Co.
Thos. Savoy	Tabusintac do	Upper Neguac, do
T. Daley	Light Ship, Miramichi do	Newcastle, Miramichi Co.
Geo. C. Blacklock	Cape Spencer do	Mispec, St. John Co.
David McEwen	Middle Island do	Chatham, Miramichi Co.
Samuel Robertson	Robertson's Pt. Light, G'd Lake	Grand Lake, Queen's Co.
Wm. Fanjoy	Fanjoy's Point do	do do
David Webster	Machias Seal Island Fog Alarm	Cutler, Maine.
Jas. Tatten	Grand Manan do	Grand Manan, Charlotte Co.
Robt. Rivers	Miscou do	Point Miscou, Gloucester Co.
Thos. Phillips	Escuminac do	Hardwick, Northumberland Co.
W. S. Starratt	Cape Enrage do	Albert Co.
John Dutch	Heron Island Light	Dalhousie, Restigouche Co.
D. J. B. Robicheaux	Goose Lake do	Shippegan, Gloucester Co.
Abner Jones	Hillsborough Wharf Light	Hillsborough, Albert Co.
John Boyd	Spruce Point do	Parish Dufferin, Charlotte Co.
Patrick Tomeys	Mark's Point do	do do
James Clark	Passamaquoddy Bay do	St. Andrews, Charlotte Co.
Ezra Munro	Beaver Harbour do	Charlotte Co.
John W. Diarmid	Point Midjic do	St. George, Charlotte Co.
Daniel Smith	Musquash Island do	Washademoak Lake, Queen's Co.
Joseph Hendry	Hendry Point do	do do

DEPARTMENT of Marine and Fisheries, St. John, N.B.—*Continued.*

Keepers.	Station.	Post Office Address.
Philip Robicheaux	Pokemouche, Wharf Light.....	Gloucester Co.
Robt. McMan.	McManus Point	Grand Lake, Queen's Co.
Joseph Forbes.....	South Tracadie	Gloucester Co.
Alex Davidson	Pea Point	Charlotte Co.
John R. Stiles	Grindstone Island Fog Alarm....	Hopewell, Albert Co.
E. Ross.....	Negro Town Point Light.....	Carleton, St. John Co.

NEWCASTLE, 27th August, 1878.

SIR,—I have the honour to report to you the following as carried out by me, under the Agency, during the past season:—

CAPE JOURIMAIN.

Lat. $46^{\circ} 10' 0''$ N.; Long. $63^{\circ} 48' 30''$ W.(ARTHUR W. BENT, *Keeper.*)

This light has been changed from a fixed white light, and is now a revolving flash light, exhibiting a white light every ten seconds, and making a revolution every forty seconds, with illuminating catoptric apparatus, with four lamps and four reflectors.

The building has been thoroughly painted outside and inside, and is in perfect order.

The necessary oil and other stores were landed at this Station 17th July, 1878.

SHEDIAC BEACONS.

Lat. $46^{\circ} 18' 20''$ N.; Long. $64^{\circ} 31' 50''$ W(M. ROBINSON, *Keeper.*)

The lights at this Station are satisfactory; two No. 1 mammoth flat-wick lamps, exhibiting fixed white lights.

The necessary oil and stores were landed at this Station.

CASSIE'S CAPE.

Lat. $46 19' 15''$ N.; Long. $64 30' 20''$ W.(CHARLES LEBLANC, *Keeper.*)

A revolving white light is exhibited at this Station, with four mammoth flat-wick lamps; the illuminating apparatus is catoptric.

The building has been painted this season, and is in good order.

I visited this Station on the 18th July, 1878, and landed the oil and the usual small stores. A boat has also been supplied for the use of the keeper.

RICHIBUCTO.

Lat 46° 30' 40" N.; Long. 64° 42' 30" W.

(FABIAN ROBICHEAU, *Keeper.*)

A fixed dioptric light is exhibited at this Station. The interior of the building is clean and in good order, but requires painting outside.

The usual supply of oil and small stores was landed on the 18th July.

ESCUMINAC.

Lat. 47° 4' 32" N.; Long. 60° 47' 30" W.

(THOMAS PHILIPS, *Keeper.*)

A fixed dioptric white light is exhibited at this Station, with three mammoth circular-wick lamps.

There is a fog-alarm in connection with this light.

The usual supply of oil and small stores was landed on the 19th July.

The buildings at this Station are in good condition and well kept.

PORTAGE ISLAND.

Lat. 47° 8' 50" N.; Long. 65° 2' 40" W.

(HUGH MURRAY, *Keeper.*)

This Station exhibits a fixed white catoptric light with four lamps, with dual burners.

The necessary oil and small stores were landed: also paint and oil to paint the buildings.

This Station was visited on the 19th July.

A new lantern is much required here; the pilots grumble about this light; it is the fault of the lantern, the glass being too small, and shows a very ordinary light.

The keeper does the best he can, but the light does not give satisfaction.

NEGUAC.

Lat. 40° 17' 47" N.; Long. 65° 3' 20" W.

(WILLIAM MORRISON, *Keeper.*)

A fixed catoptric white light is exhibited at this Station, with four mammoth flat-wick lamps.

There is a beacon exhibiting a white light in connection with this lighthouse, to mark the channel and enable vessels to navigate the Gulf in the night or during stormy weather.

The building is being painted; the necessary paint and oil has been supplied to the keeper, as also oil and small stores for the use of the light.

This Station was visited on the 19th July, and found in good order

 TABUSINTAO.

Lat. $47^{\circ} 18' 54''$ N.; Long. $64^{\circ} 59' 30''$ W.

(THOMAS SAVOY, *Keeper*.)

There is exhibited at this Station a fixed catoptric red light, with three mammoth flat-wick lamps.

A beacon exhibiting a fixed white light is in connectinn with this light.

This Station was visited on the 19th July, and oil and stores for the use of the light were landed. The lamps were in good order.

SOUTH TRACADIE.

Lat. $47^{\circ} 30' 5''$ N.; Long. $64^{\circ} 53' 0''$ W.

(JOSEPH FORBES, *Keeper*.)

There are two lights at this Station, situated on the north side of the Gully.

The front light is a fixed white catoptric, with a mammoth flat-wick lamp.

The back light exhibits a fixed red catoptric light, elevated 26 feet above high-water.

This Station was visited on the 19th July, and the necessary oil and small stores were landed. The lights are in good order.

NORTH TRACADIE.

Lat. $47^{\circ} 30' 0''$ N.; Long. $64^{\circ} 52' 0''$ W

(WILLIAM ARCHER, *Keeper*.)

A fixed white light is exhibited at this Station, with four mammoth flat-wick lamps.

There is a beacon in connection with this light, exhibiting a fixed white light.

This Station was visited on the 19th of July, and the usual oil and small stores were landed.

The lights are in good order, and the keeper, William Archer, was at his post as usual.

POKEMOUCHE.

Lat. $47^{\circ} 40' 5''$ N.; Long. $64^{\circ} 45' 5''$ W.

(PHILIP ROBICHAU, *Keeper*.)

There are at this Station five lamps—three No. 2 circular, and two mammoth flat-wick lamps, exhibiting a green light; five reflectors—three of these $18\frac{1}{4}$ inches, and two $17\frac{1}{2}$ inches diameter.

This Station was visited on the 19th July, 1878, when the necessary oils and small stores were landed.

The buildings and lamps are in good order, and the lighthouse is being painted.

The heavy gales of wind are undermining the building, and it will be necessary to plank it round to keep the sand from blowing away. There is at present a large excavation close to the building, and the keeper intends using means to prevent further damage.

SHIPPEGAN.

Lat 47° 43' 0" N.; Long. 64° 38' 0" W

(FRANCIS DUMARESQUE, *Keeper.*)

I visited this Station on the 19th July and found the lights in good order, but the building required painting.

The keeper was at his post, and keeps the lights much better than formerly.

The necessary oil and supplies were landed.

DALHOUSIE.

Lat. 48° 3' 45" N.; Long 66° 20' 50" W.

(PHILIP ARSINEAU, *Keeper.*)

This Station was visited on the 21st July, and I found the lighthouse in good order.

One of the lamps required some repairs, which I attended. The reflectors were bright and clear.

The necessary oil and small stores were furnished to the keeper.

The oil store recommended in my last report has not been built, although much required.

A boat has also been furnished to the keeper of this Station.

HERON ISLAND.

Lat. 48° 0' 0" N.; Long. 66° 8' 0" W.

(DUTCH, *Keeper.*)

A fixed white light is exhibited at this Station; three mammoth flat-wick lamps were in the lantern.

The keeper is very attentive, and his lamps and reflectors in good order.

The necessary oil and stores were landed on the 23rd July.

The building will require painting next spring.

A boat has been furnished the keeper for the use of this light station.

CARAQUET.

Lat. 47° 49' 40" N.; Long. 65° 54' 0" W.

I visited this Station on the 24th July, and found the lights and building in good order.

This light is kept by Mrs. Porlier, the widow of the late keeper, Narcisse Porlier, who performs the duties satisfactorily.

The house has had a good deal of repairs, and is now in good order.

The usual supply of oil and small stores was delivered to the keeper.

A boat has been supplied the keeper for the use of this Station this season.

GOOSE LAKE.

Lat. $47^{\circ} 55' 43''$ N.; Long. $64^{\circ} 35' 40''$ W.

(D. J. B. ROUCHIEAU, *Keeper.*)

There is a revolving white light exhibited at this Station, with two No. 1 circular-wick lamps.

This Station is in good order, and gives general satisfaction.

The necessary oil and small stores were landed here.

MISCOU.

Lat. $48^{\circ} 1' 0''$ N.; Long. $64^{\circ} 29' 25''$ W.

(ROBERT RIVERS, *Keeper.*)

There is a fixed red light exhibited here.

I visited this Station on the 24th July, and found the buildings clean and everything in good order. The fog-alarm I also found in good order.

The usual supply of oil and other necessary stores were landed.

BEACONS.

There are 21 beacon lights on the Miramichi River and Bays situate as follows :—

MIDDLE ISLAND.

Lat. $47^{\circ} 0' 3''$ N. ; Long. $65^{\circ} 19' 9''$ W.

(DAVID McEWAN, *Keeper.*)

There is a fixed white light at this place ; two mammoth flat-wick lamps shewing east and west.

I found everything here in good order, and landed the necessary oil and stores.

GRANT'S BEACONS.

Lat. $47^{\circ} 5' 30''$ N. ; Long. $65^{\circ} 28' 10''$ W.

(GEORGE GRANT, *Keeper.*)

There are two fixed white lights, one of which stands on the Innes property.

I landed the usual supply of oil and stores, and found everything in excellent order.

SHELDRAKE ISLAND.

Lat. $47^{\circ} 8' 50''$ N. ; Long. $65^{\circ} 18' 0''$ W.

(JOHN MCKAY, *Keeper.*)

There are two fixed white beacon lights here with mammoth flat-wick lamps, shewing a very bright light.

I found everything in good order, and landed the usual supply of oil and stores.

OAK POINT.

Lat. $47^{\circ} 7' 40''$ N. ; Long. $65^{\circ} 15' 10''$ W(JOSEPH COUGHLAN, *Keeper.*)

This Station is on the north side of the Miramichi, and exhibits two fixed beacon white lights.

Everything was in perfect order, and the usual supply of oil and stores were landed.

UPPER FOX ISLAND.

Lat. $47^{\circ} 8' 10''$ N. ; Long. $65^{\circ} 2' 30''$ W.(WOOD WILLISTON, *Keeper.*)

Two fixed white beacon lights are exhibited here.

I found everything in excellent order, and landed the necessary supplies.

LOWER FOX ISLAND.

Lat. $47^{\circ} 8' 50''$ N.; Long. $65^{\circ} 0' 10''$ W.

Two fixed beacon white lights are shown at this Station.

I found these lights to be in perfectly good order, and landed the usual supply of oil and other necessaries.

PRESTON'S BEACONS.

Lat. $47^{\circ} 5' 40''$ N.; Long. $65^{\circ} 54' 40''$ W.

There are two beacon fixed white lights exhibited here, with two mammoth flat-wick lamps in each.

I found everything in good order, and landed the usual supply of small stores and oil.

The other four beacon lights, making the number of twenty-one previously mentioned being in connection with, the Neguac, Tabusintac, Tracadie, and South Tracadie Gully Lighthouses.

MIRAMICHI LIGHTSHIP.

Lat. $47^{\circ} 8' 0''$ N.

This vessel, which is in charge of Mr. Timothy Daly and another hand, exhibits four fixed red lights; is placed on the Horse Shoe Bar in the Miramichi, and is of great service to navigation.

MARINE HOSPITAL.

There has been nothing expended this year beyond the necessary expenses for wages, maintenance, and cleaning the building.

The back, east and west ends stand much in need of pointing, and it would be desirable to have it done before the cold weather sets in, as the mortar adheres better in warm weather.

All the Stations mentioned in my last Report as requiring boats have been furnished with them.

I have the honor to be, Sir,
Your obedient servant,

(Signed) J. MITCHELL,
Superintendent of Lights.

J. H. HARDING, Esq., Agent,
Department of Marine and Fisheries,
St. John, N.B.

APPENDIX No. 3.

REPORT OF THE SUPERINTENDENT OF LIGHTS FOR THE DISTRICT ABOVE MONTREAL ON A TOUR OF INSPECTION IN THE STEAMSHIP "CELTIC" FOR THE YEAR 1878.

WESTBROOK, 14th October, 1878.

SIR,—In accordance with your instructions, I beg to forward herewith a detailed Report of my annual tour of supply and inspection to the lighthouses between Montreal and Fort William, on Lake Superior.

I am, Sir,
Your obedient servant,

(Signed) DARIUS SMITH,
Superintendent of Lighthouses.

WM SMITH, Esq.,
Deputy Minister of Marine,
Ottawa.

June 29th, 1878.—Received on board the steamship "Celtic," at Montreal, 192 barrels of coal oil and other necessary stores for the supply of the lighthouses above Montreal, and on Saturday, 29th June, at 10 p.m., cast off from the wharf and proceeded up the Lachine Canal. At 2.30 a.m., made fast, and remained until the 1st July at 3 a.m., when we commenced and supplied No. 1 light on the Pier at Lachine.

LACHINE PIER.

This lighthouse is built on the end of the Lachine Canal Pier; is a square wooden tower, painted white. It contains one No. 1 base-burner lamp, of the catoptric order, with one 15-inch reflector. The lantern is constructed of iron, and is 3 feet 6 inches in diameter. 76 gallons of oil, with other necessary stores, were supplied to this Station.

This lighthouse and iron light-vessel, under Mr. John Norton's care, are very well kept. He has no family.

The size of glass of lantern is $15\frac{1}{2}$ x 13 inches.

NO. 2 LIGHTSHIP.

On 1st July, at 4.15 a.m., supplied this light-vessel with oil and other stores. This is an iron light-vessel, painted red, with a white circular tower, showing a white fixed light of the catoptric order. The tower is 20 feet above the water, and the lantern is five feet in diameter; it contains three No. 1 base-burner lamps, with 15-inch reflectors. Size of glass 24 x 15 inches.

Olivier Madore is the keeper, whose family consist of six—wife and five children.

A new cover for the house on deck is required, as the old one leaks badly, and the deck requires slight repairs. A storm pane is required to protect glass from birds and storms.

This vessel and light is very well kept.

NO. 1, OTTAWA RIVER.

Arrived here on the 1st July and supplied the stores. This lighthouse stands on a pier, and is a square wooden tower, 33 feet above the water, showing a white fixed light of the catoptric order; it burns three mammoth flat-wick lamps, with 17-inch reflectors, and is kept in good order by Benjamin Glode, the keeper, who has a family of three—wife and two children. The size of the lantern is 6 feet 6 inches in diameter, constructed of iron; size of glass, 35 x 39 inches.

The pier on which this lighthouse is placed has been moved by the ice 20 to 25 feet to the eastward; a new pier should be built to the westward of the present one, and the lighthouse removed on to it.

NO 2, OTTAWA RIVER.

Visited this Station on the 1st July, and found everything in good order. Landed the oil and stores required. This is a white square wooden tower, standing on a pier; the lantern is 4 feet 6 inches in diameter, and constructed of iron, containing two No. 1 flat-wick lamps, with two 15-inch reflectors.

Moise LeClaire is keeper, who has a wife and five children.

The lighthouse requires painting, and thirty toise of stone are required to protect the pier from injury by ice; a new floor is required on the pier, 20 x 16 feet, of 2-inch plank.

NO. 3 LIGHTSHIP. CHATEAUGUAY.

This vessel is constructed of iron, and painted red. The tower is 20 feet high, and painted white, with red top. The lantern is 6 feet in diameter, containing two No. 1 flat-wick lamps, with 15-inch reflectors, and is kept in very good order.

Olivier Madore is keeper, whose family numbers

The repairs required are a portion of the new deck in midships on the main deck. I would recommend that the lightships should be hauled out of the water this fall, their bottoms scraped, and painted with two coats of red lead, and the insides of the vessels be also scraped and well painted where it can be done.

BEAUHARNOIS RANGE LIGHTS.

Supplied this Station on 1st July with the necessary supplies. It is a white square tower, 50 feet above the water, and shows a fixed white catoptric light, from an iron lantern, 6 feet in diameter, containing two No. 1 flat-wick lamps, with 15-inch reflectors, and is kept in very good order. The glass is 16 x 14 inches; the base of tower 15 feet 4 inches square.

Joseph Meloche is keeper, who has a family of eight—wife and seven children. No repairs are required at this Station.

RANGE LIGHT.

This light is the same as the previous one, and kept by the same keeper. The lantern is 6 feet in diameter, and constructed of iron; contains two No. 1 lamps, with 16 inch reflectors; the lighthouse is kept in very good order, and no repairs are required this season. Size of glass of lantern is 14 x 16 inches.

GROSS POINT.

Arrived here and supplied this Station on the 1st July, and found everything clean and in good order; this is a square wooden tower painted red, showing a white catoptric fixed light from an iron lantern 3 feet 6 inches in diameter, having three No. 1 flat-wick lamps, and three 15-inch reflectors which can be seen six miles.

Wm. Shannon, the keeper, has a family of six, composed of a wife and five children. The pier on which this lighthouse stands requires extensive repairs. It is 57 feet in length, by 36 feet wide; it requires 300 toise of stone to protect it from the sea. The red light placed on the shore requires a new top and platform, as the top is rusted away; the keeper was instructed to have the repairs done to the lighthouse.

COTEAU LANDING.

This Station was visited on the 1st July, at 6 p.m., and supplied with oil and other supplies. This is a white square tower, built of wood with an iron lantern five feet in diameter, containing three mammoth flat-wick lamps, with 16 inch reflectors, shewing a fixed white catoptric light 28 feet high.

E. Prieur is keeper; he has a family of nine. This light is kept in very good order.

MCKIE'S POINT.

Arrived at this lighthouse on the 1st July, at 6 p.m., and delivered the necessary stores; it is a white square wooden tower, with an iron lantern 4 feet 6 inches in diameter, with three Silber burners and 17 inch reflectors, and can be seen 11 miles. It is kept in very good order by Alexander McDonald; his family consists of eight. The lighthouse and dwelling require painting.

I would recommend that the burners at this Station be changed to mammoth flat-wick burners, as the keeper has a great deal of trouble with the ones at present-in use.

PORT LEVIS.

July 1st, at 10 p.m., arrived at Port Levis lighthouse. It is a square white wooden tower 35 feet above the water, and shows a white fixed catoptric light from an iron lantern 6 feet in diameter, having three mammoth flat-wick lamps with a 16 inch reflector. The size of the glass is $20\frac{1}{2} \times 19$ inches; it is kept in very good order. E. S. Johnston is keeper, whose family consist of nine, eight children and wife. The repairs required are new posts to lighthouse, new girts and floor. Keeper instructed to have repairs done immediately.

LANCASTER BAR.

Arrived at this lighthouse at midnight of the 1st July, and delivered the supplies. This is a wooden tower painted white, with an iron lantern 3 feet 6 inches in diameter, showing a fixed white catoptric light; it stands on a pier; the lantern contains two mammoth flat-wick lamps, with 17 inch reflectors; it is kept in a very clean and orderly manner. Thomas Henry is keeper; he has no family. No repairs are required at this Station this season.

LANCASTER PIER.

Served this Station with supplies at 2 a.m., 2nd July. It is a white square wooden tower 20 feet high from base to vane. The lantern is iron, 6 feet in diameter, and contains three No. 1 base-burner lamps, and two 17-inch reflectors; one lamp has no reflector.

This Station is kept in very good order; it is kept by the same keeper as at Lancaster Bar.

The lighthouse requires painting.

HAMILTON'S ISLAND.

Visited and inspected this Station on the morning of the 2nd of July, and found every thing clean and in good order. The tower is a white square building, 42 feet above the water; the lantern is built of wood, 6 feet in diameter, containing three mammoth flat-wick lamps, with 20-inch reflectors, and should be seen 10 miles clear weather. The lighthouse requires painting; a new cover for the deck of lighthouse is also wanted, the old one is worn out.

John Hamilton is the keeper; has no family.

STONEHOUSE POINT.

Supplied this lighthouse with oil and stores on the 2nd July; it is a white wooden building 42 feet high above the water from the centre of the lantern; the lantern is of iron, 6 feet in diameter; it has two flat-wick lamps, with 18-inch reflectors; size of glass of lantern, 36 x 30 inches. No repairs except painting required. Kenneth McLaughlin is keeper; has a family of eight children.

The Station is in very good order.

WINDMILL POINT.

Arrived off this Station on the 2nd July, and delivered the required supplies. This is a circular stone tower 92 feet above the water, and shows a fixed white catoptric light, from an iron lantern 7 feet in diameter, having three mammoth flat-wick lamps, with 16-inch reflectors; size of glass 36 x 26 inches.

The deck of lantern requires to be renewed; it is worn out in several places; also a new grating for the deck. The lighthouse requires painting and whitewashing.

Bernard Kean, the keeper, has a family of three. This Station is excellently kept.

At 2 a.m. called at Prescott wharf, and shipped the oil tanks that had been shipped from Ottawa, also the drip tins and tank stands. They were all in very good order and condition. We left Prescott at 4 a.m.

COLE'S SHOALS.

Arrived here on the 3rd July, and landed stores for the lighthouse; it is built on a pier, and is a white square wooden building, 33 feet above the water from centre of lantern, and shows a fixed white catoptric light, from an iron lantern 6 feet in diameter, having three No. 1 base-burners, with two 18-inch and one 14-inch reflectors, and should be seen 6 miles.

Twenty-five loads of stone are required for the pier. The lighthouse requires painting; it is kept in fair condition.

Richard Elliot, the keeper, has three of a family.

GRENADIERS ISLAND.

Visited and supplied this Station on 3rd July, at 9 a.m. It is a white square wooden tower, 55 feet high from centre of lantern to the water, and shows a white fixed catoptric light from an iron lantern, 6 feet in diameter, burning three No. 1 base-burner lamps, with 13-inch reflectors; the lighthouse and every thing is kept in very good order. It requires painting. Size of glass, 16 x 14 inches.

Albert Root, keeper, has a family of 14—13 children and wife.

LINDOO ISLAND.

Arrived here on the 3rd July; it is a white square wooden tower, 40 feet above the water, and shows a fixed white catoptric light, which can be seen 6 miles. The

lantern is of iron, 3 feet 6 inches in diameter, and contains three No. 1 base-burner lamps, with 13-inch reflectors. The lighthouse and dwelling require painting; the dwelling requires 58 feet of eaves troughs. Mr. Wallace, the keeper, has furnished 1,000 feet of lumber for a store house.

The lighthouse and premises are in very good order

The family of the keeper, are thirteen in number—wife and twelve children.

GANANOQUE NARROWS.

Arrived off this Station on July 3rd; supplied the stores and oil. The building is a white square tower, showing fixed light, 44 feet above the water. The lantern is of iron, 5 feet 6 inches in diameter, and has three No. 1 base-burner lamps, with 14-inch reflectors. This light is kept in very good order. Cornelius Cook is keeper; has a family of two children and wife,

JACK STRAW SHOAL.

This lighthouse is placed on a pier, which is in a very rotten condition, and is kept by the same keeper as Gananoque Narrows Light, and is in all respects the same.

The keeper reports that parties encamp on the Island, and make fires, and that he has no authority to put a stop to the practice or prevent it. It is very dangerous during dry weather to this Station. Size of glass of lantern 30 x 36 inches; it is kept in very good order.

SPECTACLE SHOAL AND RED HOUSE ROCK.

On the 3rd July, at 2:15 p.m., arrived at this Station, and found everything clean and in very good order. This is a white fixed light of the catoptric order, 28 feet above the level of the lake; it has an iron lantern, 3 feet 6 inches in diameter, and burns two mammoth flat-wick lamps, with 16 inch reflectors. The deck of the pier requires repairs; the lighthouse wants painting. Size of glass 16 x 14 inches. John Buck is keeper, who has a family of four.

BURNT ISLAND.

Arrived at Burnt Island on 3rd July, at 4 p.m., and landed supplies. This is a white fixed catoptric light, shown from a tower 64 feet above the level of the lake, and should be seen 10 miles. The lantern is of iron 3 feet 6 inches in diameter, and contains three No. 1 base-burner lamps, with two 13-inch reflectors. The lighthouse is kept in good order.

Colin Turcott is keeper; he has a wife and five children.

The props of the lighthouse are rotten. 2,000 feet of fencing and 120 pickets are required to fence off the property.

WOLFE ISLAND.

The "Celtic" arrived off the lighthouse on the 3rd July, at 6 p.m., and landed oil and supplies. This is a white square wooden tower, with an iron lantern, 6 feet in diameter, containing three No. 1 base-burner lamps, with 16-inch reflectors. Size of glass, 16 x 13½ inches. The Station is kept in very good order.

The repairs required are: Deck of lantern wants re-covering; a new vane required for the lantern; slight repairs to floor of lighthouse, and lighthouse painted. Robert Gillespie is keeper, who has a wife and three children.

BROWN'S POINT.

Arrived here on the 3rd July. The lighthouse is a white square wooden tower, 28 feet from base to vane, showing a white fixed catoptric light, from an iron lantern,

6 feet in diameter, and contains four mammoth flat-wick lamps, with 19-inch reflectors, and it should be seen 10 miles.

Size of glass of lantern, 36 x 30 inches. Mr. McAvoy is keeper, who keeps it in very good order. Married. No children.

Four panes of glass are wanted for the lantern. Lighthouse wants painting. There are two acres of land attached to this Station, which require fencing; also the road leading to the main road should be fenced in.

Mr. McAvoy has sub-let the lighthouse and premises to Thomas Sturdy, who is at present in charge, and appears to be a very suitable person to have charge of a lighthouse.

The steamer "Celtic" arrived at Kingston at 8 p.m. on the 3rd July, and remained until the 4th. Received on board 30 barrels of oil, and left on the morning of the 4th for

SNAKE ISLAND,

where we arrived at 2 p.m., and found everything in very good order. This is a white square stone building, with dwelling-house attached. It shows a fixed red catoptric light, 35 feet above the level of the lake. The lantern is 6 feet in diameter, and constructed of iron, and contains six No. 1 base-burner lamps, with three 16-inch and three 19-inch reflectors. Size of glass, $16\frac{1}{2}$ x 14 inches.

The floor of the lantern requires to be re-leaded and the deck outside requires re-covering, as it leaks; weather vane requires repairs, as it will not work. Keeper instructed to send it to Kingston for repairs at once.

Nathaniel Orr is keeper, and has a family of ten, which consist of wife and nine children.

NINE MILE POINT.

Arrived here at 3.30 p.m., July 4th, and inspected the Station and supplied oil and other stores. It is a white circular stone tower, 40 feet from base to vane in height, having an iron lantern 8 feet in diameter; it has seven mammoth flat-wick lamps, with 18-inch reflectors, and should be seen a distance of 15 miles. It shows a white fixed catoptric light. Size of glass at the lantern is 12 x $14\frac{1}{2}$ inches. This light is much obstructed by the smallness of the glass.

The top of the lantern requires painting. There is a bell tower attached to this Station, which is in very good order; the tower requires painting; weight of bell, 960 lbs.

The breakwater for the protection of the lighthouse is in a very poor condition, and fast going to decay; 200 cords of stone are required for the breakwater. Mr. Dunlop, the keeper, was instructed to procure material to fence the property of the Government. Mr. Dunlop will do the work.

This Station is exceedingly well kept. The family number six.

PIGEON ISLAND.

July 4th, 5.30 p.m., visited and inspected the lighthouse and premises, and supplied oil and other stores required.

This lighthouse is a white wooden building, with dwelling-house attached, and is 41 feet from base to vane in height. The lantern is constructed of iron, 4 feet in diameter, and contains two mammoth flat-wick lamps, with 20-inch reflectors. This light revolves in one minute and ten seconds, and is in good order.

The revolving apparatus works well and is kept clean.

I have examined the boat at this Station, and I consider she can be repaired at a small cost, the sills are old and worn out; a boat is absolutely necessary at this place on account of its isolation.

Mary Davis is the keeper; she has a family of ten young children.

POINT PLEASANT.

Arrived off this Station on 4th July, at 8.40 p.m.; found everything in very good order and cleanly kept. This is an octagonal tower, painted white, and is 32 feet from base to vane. The lantern is of iron, 5 feet 6 inches in diameter, contains nine No. 1 base-burner lamps, with 16-inch reflectors. This light should be seen 15 miles.

The lighthouse is being underpinned with stone piers, it also requires painting. The repairs were in progress at the time of our visit, and were progressing very favourably.

John Prinyer is keeper, who has a family of three.

FALSE DUCKS.

We arrived at the False Ducks at 11.40 p.m., 4th July. This is a white st one circular tower, 62 feet high from base to vane, showing white fixed catoptric light, from an iron lantern 8 feet in diameter, having fifteen No. 1 base-burner lamps, with 15-inch reflectors, and can be seen 20 miles. Size of glass 12 x 14 smallness of which greatly obstructs the light.

The railing outside the lantern requires repairs, and an iron ladder is wanted to enable the keeper to get on the top of lantern; the stairs of the lighthouse require some repairs. Floor and roof of dwelling want repairs. The verandah of house wants some repairs. Lighthouse wants whitewashing and painting.

Frederick Swetman is keeper, who keeps the Station in very good order, he has a family of six.

LONG POINT, POINT PETER.

The steamer arrived here on the 5th July. This is a circular stone tower, 60 feet high from base to vane, and shows a revolving light every 40 seconds, and is of the catoptric order. The lantern is of iron 8 feet in diameter, and contains ten No. 1 dual-burner lamps, with 10 x 14-inch reflectors, and should be seen 21 miles in clear weather. The size of the glass of the lantern is 12 x 14 inches, which is too small.

Mr. Buckingham is keeper, and everything is in very good order.

The vane of lantern requires repairs; the platform leading to the house is very much out of repair, and on dark nights is dangerous; the frame of the platform is rotten; 1500 feet of lumber will be required for repairs; keeper will do repairing.

SALMON POINT.

Arrived at Salmon Point on the 5th July, at 9 a.m., and landed supplies. This tower is of wood painted white; it shows a red fixed light of the catoptric order; the tower is 30 feet high from base to vane, and it has been supplied with a new lantern during the last closed season, which is a great improvement; the lantern is 8 feet in diameter, and contains three Silber No. 1 burner lamps, and two mammoth flat-wick lamps, with 18 inch reflectors; this light should be seen 12 miles in clear weather. Size of ruby glass, 20½ x 20 inches.

1000 feet of lumber required for a storehouse, the keeper will erect the building. A fence is required round the Government property, a wire one recommended, as it will not be so liable to be broken by the sea as a wooden one.

This is also a life-boat station. I inspected the boat, which is a metal one, and found it in good order, with all gear in its place and ready for use.

Peter Huff is keeper at this Station, and keeps everything in excellent order.

SCOTCH BONNET.

Arrived at this lighthouse on the 5th July; it is a white stone building, 54 feet high from base to vane; it shows a white fixed catoptric light, and can be seen 20

miles in clear weather ; the lantern is of iron, 7 feet in diameter, and contains ten lamps, six mammoth flat-wick and four No. 1 base-burners with ten 14 inch reflectors. Size of glass, $14\frac{1}{2} \times 18$ inches.

This wants pointing and whitewashing ; lantern requires repairs, as it leaks. A new boat is required at this Station ; keeper states he can procure a suitable boat for \$45, with centre board and sail. A new fog-horn is wanted, as the old one is worn out.

Robert Pye is keeper, who has a family of three ; he keeps everything in very good order.

PRESQU'ISLE MAIN LIGHT.

5th July the steamer arrived at this Station, at 4.15 p.m. This is a white octagonal stone tower, 63 feet high from base to vane. The diameter of the lantern is 9 feet ; it is constructed of iron and has ten No. 1 base-burner lamps, with six 15-inch and four 12-inch reflectors, and shows a white fixed catoptric light, which should be seen at a distance of 15 miles ; size of glass, 12×13 inches. The fence around the property is very old and decayed, and requires renewing. The lighthouse requires pointing and whitewashing ; no other repairs are required.

Wm. H. Sherwood is keeper ; who keeps the premises in very good order ; his family consist of a wife and three children.

PRESQU'ISLE RANGE LIGHTS

Are four in number, two for the old channel and two to lead between the buoys by the new channel. They are all in charge of George B. Simpson, who keeps them in first-rate order. Three are square white towers, the corners of which are painted brown, constructed of wood. The size of the lanterns are 3 feet 3 inches, with one No. 1 base-burner lamp in each, with 15 inch reflectors. They require some repairs ; the plaster has fallen off, and they require painting. I would recommend that they be ceiled with wood instead of being plastered.

The triangular gallows work which ranges with Salt Point, shows a very good light, and of great service to vessels coming in through the buoys. The keeper was instructed to have the buoys placed properly, as he had them placed wrongly.

WELLER'S BAY RANGE LIGHTS.

Arrived here on the afternoon of the 5th July. These are two new lighthouses built for the purpose of guiding vessels into the Bay. They are 27 and 37 feet high, from base to vane, and show the front lighthouse a red fixed light, and the back one a fixed white. The lanterns are of galvanized iron, 4 feet square, and contain one mammoth flat-wick lamp, with 18-inch reflectors. Size of glass is 30×30 inches, the ruby glass in front lighthouse $19\frac{1}{2} \times 19$ inches. Reuben Young, the keeper, has every thing in good order.

The land that is required around this Station is near six acres ; two roads are necessary, one to the beach and the other from the front lighthouse to the back one, and from 30 feet in rear of each lighthouse at right angles from front road to the main public highway.

A new house has been built on this property during 1876 and 1877, 28×20 feet, well finished enclosed by a good board fence, with a garden of about three quarters of an acre. The house contains four rooms on the ground floor and three bed-rooms, there is also a good shed on the premises. I would recommend the land to be surveyed and the roads constructed.

GULL ROCK.

Arrived at Gull Rock Lighthouse at 3 a.m., 6th July, and landed supplies. This lighthouse is a stone circular tower, 48 feet high from base to vane ; it is surrounded by a pier built on the rock. The lantern is 8 feet in diameter constructed of iron,

sixteen lamps, seven mammoth flat-wick and nine No. 1 base-burner lamps, with 17-inch reflectors, and shows a fixed white light, which can be seen 20 miles.

This lighthouse is kept in excellent order. Robert Roddick, the keeper, has a family of seven.

The ventilator requires repairs; instructed the keeper to have it repaired as soon as possible.

During last closed season a new oil house has been constructed at this Station, on the breakwater; it is 19 feet 10 inches long, by 9 feet 10 inches wide, and is of great service, as it relieves the lighthouse of the tanks that were placed in it, thus lessening the danger from fire.

The piers at Gull Rock required extensive repairs, 10 toise of stone ordered last year were put in the piers; the repairs are going on as fast as the weather will allow. The main pier around the lighthouse will require replanking as the deck is quite rotten; some oak planking is required on outside of piers to protect them from ice. The lighthouse requires pointing and whitewashing; a boat house for keepers use is much wanted on the main shore. A new lantern for this lighthouse is very much required.

PORT DARLINGTON.

On the 6th July the steamer arrived at Port Darlington. The light tower is built on the top of a warehouse on the wharf, and shows a red and white catoptric light, which can be seen 6 miles. The lantern is of iron, 4 feet 6 inches in diameter, and contains four No. 2 sun-burner lamps with no reflectors; the height of the light is 42 feet from centre of light to the wharf. The whole building wants whitewashing. I would consider it very liable to fire from the nature of the goods stored in the building.

The lighthouse is kept in a very poor condition.

Size of glass is 20 x 30 inches.

John McLellan is keeper, who has a family of four.

FRENCHMAN'S BAY.

The steamer arrived here on the 6th July; I found everything very clean and in good order.

This is an octagonal wooden tower, painted white; it stands on the end of a pier, which has sunk on the north-east side, giving the tower a list in that direction; it shows a fixed white catoptric light, from a wooden lantern, 5 feet in diameter, containing four glass lamps, suspended from the top in a chandelier from roof of lantern, with two 15-inch and two 10-inch reflectors, and should be seen ten miles; size of glass, 24 by 36 inches.

A new set of lamps and proper table for lamps are required for this lighthouse. The top of lantern leaks and requires repairs.

The pier and lighthouse require immediate attention.

James McClellan has a family of six.

GIBRALTER POINT.

Arrived at Gibraltar Point at 6 p.m., 6th July, and supplied the Station with oil and other stores. This is a white stone circular tower, 62 feet from base to vane, and shows a fixed white catoptric light, which can be seen 20 miles in clear weather. The lantern is of iron, 8 feet in diameter, containing eleven mammoth flat-wick lamps, with two 20-inch and nine 16-inch reflectors. There is a bell tower connected with this Station; weight of the bell is 960 lbs. The machinery is in very good condition.

Everything in connection with this Station is in first-rate order.

The lighthouse wants pointing and whitewashing. The bell tower wants painting. The lantern of this lighthouse is in a poor condition from age and rust, and in many places it is nearly eaten away; a new one is much required.

The size of glass is 13 x 15 inches, and very much obstructs the light by being so small.

George Durnan is the keeper; he has a family of eight.

OAKVILLE.

The steamer arrived here on 6th July, at 11.40 p.m. This lighthouse stands on a pier and is a wooden building, painted white, showing a white fixed catoptric light, from an iron lantern, 6 feet in diameter, and has four No. 1 base-burner lamps, with 16-inch reflectors; size of glass, 12 x 16 inches.

Robert Chisholm, the keeper, has everything in very good order; his family consists of seven persons.

BURLINGTON CANAL.

We arrived here at 2 a.m., 7th July, and inspected the Station; landed supplies. It is a stone circular white lighthouse, 54 feet in height from base to vane, with an iron lantern 9 feet in diameter, and has six No. 1 base-burner lamps, with 25-inch reflectors, and the light should be seen 20 miles in clear weather.

There is also a lighthouse placed on the end of the pier at the entrance to the Canal, which is built of wood, showing a fixed white light of the catoptric order, from a lantern 3 feet 6 inches in diameter, and contains two No. 1 base-burner lamps, with one 25-inch and one 15-inch reflectors.

Both these Stations are kept in very good order by Thomas Campbell, the keeper, who has a family of three.

The main lighthouse requires all new lamps, as those in use are worn out. The size of glass in the lantern is $17\frac{1}{2} \times 14\frac{1}{2}$ inches. This lighthouse requires pointing and whitewashing.

New lamps are also required at the light on the pier; also a new cover for the deck of the lighthouse; the one on is worn out.

Arrived at Hamilton at 5 a.m. 7th July, and on the 8th received on board the steamship "Celtic" 120 barrels of coal oil from the Great Western Railway Company's dock, and left Hamilton at 7 p.m. on the 8th July, and sailed for Port Dalhousie.

PORT DALHOUSIE.

Arrived at Port Dalhousie at 11.30 p.m., 8th July, and landed oil and stores. This is a white wooden circular tower, 44 feet from base to vane, and shows a revolving light of the catoptric order, from an iron lantern, 10 feet in diameter, containing six silver burners, No. 1, with 19-inch reflectors, and can be seen 20 miles. Size of glass, 30 x 60 inches. The revolving machinery is in very good order.

A new lantern has been procured of the dioptric order for the end of the pier, which shows a very good light.

William Woodall keeps this Station in very excellent order, his family consists of five persons.

PORT COLBORNE.

Passed the canal July 9th, and reached Port Colborne at 11 p.m. This is a white wooden gallows tower enclosing stairway to the lantern, and has been lately erected; it is a very substantial building. Height of the tower is 80 feet, to the top of the lantern 100 feet, it is 30 feet square at the base, and at the platform of the lantern it is 11 feet; size of the glass, 60 x 30 inches. The pier on which this lighthouse stands is 20 feet above the level of the water, making the centre of the lantern 110 feet above the water.

The lantern is of iron, 10 feet in diameter, and contains ten argand burner lamps, with 18-inch reflectors, and should be seen 20 miles in clear weather; the illuminating apparatus is catoptric.

David Fortier is the keeper, who has a family of seven; he keeps his light in first-rate order.

This lighthouse has just been completed.

MOHAWK ISLAND.

July 10th, at 3.50 a.m. arrived off Mohawk Island, landed supplies and inspected the lighthouse, and found everything in very good order.

This is a circular stone tower, 60 feet in height from base to vane, painted white; the lantern is of iron, 10 feet in diameter, and shows a revolving white catoptric light, every three minutes, and ten No. 1 base-burner lamps, with 15-inch reflectors; the size of the glass is $14\frac{1}{2} \times 17\frac{1}{2}$ inches.

The revolving apparatus is in very good order. Two new sheaves 10 inches in diameter, are required for the pulley of revolving machinery; a new pipe is required for the lantern stove; the keeper instructed to get pipe.

PORT MAITLAND.

Arrived at this Station on 10th July, at 7 a.m. This is a white hexagonal wooden tower, having an iron lantern, 7 feet 6 inches in diameter, with four mammoth flat-wick lamps, and 20-inch reflectors, and is of the catoptric order; this light can be seen 10 miles. The lighthouse requires pointing very badly, also the dwelling-house. Size of glass, 36×36 inches. The pier on which this lighthouse stands was injured by the ice during the last winter; the building timber on the upper end of the pier was torn off and the bolts drawn. Six pieces of oak timber are required for the apron on the front of the pier, as they were torn off last winter. Fergus Scholfield is keeper, who has a family of four children; he keeps his light in very good condition.

PORT DOVER.

July 10th.—1 p.m. Arrived at Port Dover. This is a white square wooden tower, 20 feet high from base to vane, and is hexagonal. The lantern is four feet in diameter, and constructed of iron; contains four No. 1 lamps, with 14-inch reflectors, and shows a white fixed light, which can be seen six miles.

A new lantern is much required at this Station, and the lantern should be raised 4 feet. The deck of lighthouse is 7 feet $2\frac{1}{2}$ inches square.

The lighthouse requires painting.

Henry Morgan is keeper, whose family numbers five persons.

This light is fairly kept.

LONG POINT, LAKE ERIE.

This Station was reached on the 10th July, at 3.30 p.m.; it is an octagonal wooden tower, painted white, 60 feet high from base to vane, and is of the catoptric order; having an iron lantern, 8 feet in diameter; it is a revolving light, once a minute, and has six mammoth flat-wick lamps, with four 17-inch and two 16-inch reflectors; size of glass of lantern, 14×12 inches. Lighthouse and dwelling require painting; keeper instructed to have the painting done.

It is the opinion of several experienced lake captains, and also of Mr. H. H. Woodward, keeper of Long Point Lighthouse, that the new lighthouse in contemplation should be erected near where the light-vessel used to be moored, as in that part of Long Point most of the casualties occur.

The present Station should be supplied with a good life-boat to assist shipwrecked crews; a great many casualties occur near this Station.

Mr. H. H. Woodward is the keeper at Long Point, and keeps his light and premises in very good order; his family consist of twelve persons.

PORT BURWELL.

Arrived at Port Burwell, July 10th, 11 p.m., and found everything in very good order; it is a white wooden octagonal tower, 46 feet high from base to vane. The lantern is constructed of iron, 6 feet in diameter, with three No. 1 base-burner lamps and 15-inch reflectors, and should be seen eight miles.

The lighthouse requires painting; no other repairs are required this season.

Alexander Sutherland, the keeper, has a family of twelve.

Size of glass of lantern is 30 x 36 inches.

PORT STANLEY.

This lighthouse was visited and inspected on the 11th July, at 4 a.m. This light is hoisted on a frame, which stands on the pier. It shows a white fixed light, having an iron lantern, 3 feet 2 inches in diameter, burning four mammoth flat-wick lamps, with 12-inch reflectors, and can be seen six miles.

This Station is in a very bad condition; the pier on which the frame work stands is very rotten. The supports to the lights are rotten. A new lighthouse is much required; it should be placed on the new pier, outside where the present structure stands. The southwest corner of the new pier is sunk a little.

A red light is now burnt on the end of a pier, hoisted on a small pole.

Charles Ead, the keeper, has a family of ten children; he keeps his light as well as possible under the circumstances.

RONDEAU.

The steamer arrived here on the 12th July, at 1 a.m.; landed the oil and stores. The lighthouse is constructed of open gallows work, enclosing the stairway to the lantern; it is 64 feet in height from base to vane, and shows a red and white revolving light every minute and 30 seconds, and should be seen 20 miles in clear weather. The lantern is of iron, 10 feet in diameter, containing six Silber burner lamps, with 22-inch reflectors; size of glass, 60 x 30 inches; ruby glass, 24 x 24 inches.

Thomas Harrison is the keeper, his family number four; he keeps his light in excellent condition; no repairs are required this season.

There is also a range light here showing a fixed white light, with iron lantern, 4 feet in diameter, burns one mammoth flat-wick lamp, with 17-inch reflector.

The tower is open frame work painted white, and is 30 feet high from base to vane.

POINT PELEE REEF.

Arrived at Point Pelee Reef on the afternoon of the 12th July. This is a white wooden tower enclosed in a caisson of wood, and stands on the extreme point of the reef; it is 61 feet high from base to vane, having a lantern 10 feet in diameter; size of glass, 17½ x 14½ inches, showing a revolving white catoptric light every minute and thirty seconds, there are six mammoth flat-wick lamps, with 20-inch reflectors, and should be seen 18 miles.

This light is kept very clean and in good order. The revolving machinery works in a satisfactory manner.

W. A. Grubb is the keeper; he has a family of four.

Examined particularly into the repairs now in progress at this Station, and I consider that they are progressing very well, and the work so far as done, is done in a very substantial and workmanlike manner.

PELEE ISLAND.

Arrived at this Station at 8 p.m., 12th July, and supplied oil and stores; it is a white stone circular tower, 40 feet high from base to vane, with an iron lantern, 9

feet in diameter, and it contains four circular and seven No. 1 base-burner lamps, with 15-inch reflectors, and is kept in excellent order.

James Cummins, the keeper, has no family.

An oil house is very much required, as the lighthouse is crowded with oil tanks up to the third flat, which is very dangerous in case of an accident taking place.

The size of the glass of lantern is 14 x 12 inches, which much obscures the light.

MIDDLE ISLAND.

Called at this Station on the 12th July, at noon, being unable to land at Pelee Reef on our way, there being too much sea. The tower is a white square wooden building on stone foundation, 49 feet from base to vane, and shows a red fixed catoptric light, from an iron lantern, 6 feet in diameter, containing five mammoth flat-wick lamps, with 16-inch reflectors, and should be seen eight miles in clear weather. Size of the glass is 30 x 36 inches, and of the ruby glass, 20 x 20 inches.

L. S. Brown is the keeper, who has everything in very good order.

Lower story of lighthouse requires to be lathed and plastered, and floor laid; two new windows are required, some plastering to be done on the second flat. The keeper offers to do the whole for the sum of \$75; outside walls require cementing. I recommend that the keeper should do the work at once.

BAR POINT LIGHTSHIP.

Arrived alongside the lightship on the 13th July, at 7.30 a.m. This vessel is built of wood and painted red, with "Bar Point" in white letters on her sides; she shows two lights, one red and one white; the lanterns are of the dioptric order, and are hoisted on the foremast 48 and 40 feet above the deck, and should be seen five miles.

I found the vessel in very good order.

The fore part of the deck requires caulking; no other repairs needed this year. Hugh Manson is the keeper; he has no family.

BOIS BLANC ISLAND.

Arrived at this Station at 10 a.m., 13th July; landed stores and oil; inspected the lighthouse and found everything in very good condition; the explosion of the lamps having caused no damage to the lantern or building.

This is a white circular stone tower, 40 feet high from base to vane; it has an iron lantern, 8 feet in diameter, containing six lamps, five mammoth flat-wicks, and one No. 1 base-burner lamps, with three 18-inch and three 16-inch reflectors; size of glass, 14 x 12½ inches. An oil-shed is very much needed here, as all the oil is now kept in the lighthouse; a building of 14 x 18 feet would be most suitable.

The pier or breakwater, which protects the shore and lighthouse from the sea and ice, is in a very bad condition, and needs extensive repairs; it is very rotten; the inner stringer is entirely gone, as also the ties; the outer timber, which is of oak, is gone and rotten in many places. The length of the pier on the south side is 492 feet; north angle, 157 feet, making a total of 649 feet; it is 9 feet wide to the back stringer; the ties are 6 feet apart; stone will also be required to fill in the pier to the level of top stringer.

The range lights were also in very good order.

The main light requires pointing and whitewashing.

The keeper states that the plan of the land required for lighthouse purposes has been forwarded to Ottawa to the Department.

Andrew Hackett is keeper, and his family number six.

RIVER THAMES.

This Station was reached on the 13th July. It is a white stone circular tower 30 feet in height from base to vane, with a lantern of iron 7 feet 6 inches in

diameter, containing five base-burner lamps, with three 16-inch and two 14-inch reflectors, showing a white fixed light: size of glass 30 x 36 inches. There is also a range light, showing a white fixed light of the catoptric order; it stands on a pier; the lantern is of iron, 6 feet 6 inches in diameter, and has one No. 1 base-burner lamp, with 14-inch reflector; it is in very good order.

Thomas Cartier is keeper, and keeps his Station in first-class order; his family consist of eight persons.

No repairs are required at this Station this season.

GODERICH AND RANGE LIGHTS.

On the 15th July arrived at this Station from Sarnia. Inspected the lighthouses and landed the supplies, and found everything in excellent order. The main lighthouse at Goderich is a white square tower, with dwelling-house attached; having an iron lantern, 8 feet in diameter, shewing a white fixed catoptric light, which can be seen 25 miles in clear weather. There are ten No. 2 Silber-burners, with 15-inch reflectors; size of glass, 20 by 18 inches.

Goderich outer range-light stands on the end of the breakwater, and shows a fixed red light from a square wooden tower. The lantern is 4 feet in diameter, and constructed of iron; contains one mammoth flat-wick lamp, with 17-inch reflector; size of glass, 30 x 30 inches; size of ruby glass, 20 x 20 inches. The inner range light is not painted, and is a poor frame gallows work, and stands on the inner end of wharf; it shows a fixed green light; the size of the lantern is 36 inches, and is of iron, and contains one mammoth flat-wick lamp; size of green glass is 20 x 20 inches. A new lighthouse and lantern is much required to replace the present one; the lantern is far too small. Keeper has great difficulty in lighting the lamp in bad weather; he has to ascend to the lantern by an outside ladder, and he cannot get into the lantern.

George McDonald is keeper at this Station; his family number five.

POINT CLARK.

July 15th, at 3 p.m., arrived off Point Clark. The tower is a white stone circular building, 87 feet from base to vane, showing a revolving white light every 30 seconds, of the dioptric second order, and burns one large circular-wick lamp. The lantern is of iron, 10 feet in diameter, with glass 30 x 30 inches, and can be seen 15 miles in clear weather. The lighthouse requires pointing and whitewashing.

John Young, the keeper, has everything in very good order; his family consist of two.

KINCARDINE

Arrived here 15th July, at 10 p.m. This is a wooden building painted white, and stands on the breakwater, it is 20 feet high from base to vane, and shows a red fixed light from a wooden lantern, 6 feet in diameter. Size of glass 32 x 28 inches; ruby glass, 18 x 19 inches. There are five mammoth flat-wick lamps, with 20-inch reflectors.

There is also an inner range light on the inner end of breakwater, having one lamp, No. 2 base-burner in a tin lantern, with an 8-inch reflector.

The roof of main light leaks and wants repairs immediately. The inner range is in a very poor condition; a new building is much required, and the lantern at present in use is almost worthless.

CHANTRY ISLAND.

The steamer arrived off this Station, on the 16th July, at 7 a.m. This is a white stone circular tower, 86 feet from base to vane, with an iron lantern 10 feet in diam-

eter, and contains a dioptric globe of the second order, containing five No. 1 base-burner lamps, and should be seen 17 miles in clear weather; the color of the light is white.

There is also a range light placed on the end of the breakwater; it is a wooden tower, 25 feet high and painted white, with an iron lantern 5 feet square, showing a red and white catoptric light; it has one mammoth flat-wick and one circular burner lamps, with 18-inch reflectors; and marks the entrance between the breakwaters. This Station is kept in very excellent condition, and considered the best on the lakes.

Six thousand shingles are required for the dwelling and shed. Keeper to procure the same.

Thirty cords of stone are required to be placed around the new boat house built here this season.

Duncan McGregor Lambert is the keeper; he has a family of six.

SOUTHAMPTON RANGE.

This lighthouse is situated on the beach to range with the breakwater light; it is a square wooden tower, 28 feet high from base to vane; it has a lantern of iron 6 feet in diameter, and it contains one mammoth flat-wick lamp, with 18-inch reflector, and it should be seen six miles in clear weather.

David Cascadin is the keeper; whose family consist of seven children.

Everything is kept in very good order.

MICHAEL'S BAY.

Arrived at this Bay on the 16th July and landed supplies; it is a square wooden tower painted white, showing a fixed white catoptric light, elevated 40 feet above the lake, and should be seen 12 miles in clear weather. The lantern is of iron, 4 feet 6 inches in diameter, and contains one mammoth flat-wick lamp, with two convex reflectors. This lighthouse is kept in very good order.

The keeper, John W. Chisholm, has a family of four.

The dwelling-house requires plastering very much, as it is very cold during the winter; the seams are very open through the timber having been green when built. Keeper states he can get the work done for 12½ cents per yard, the material being furnished.

ISLE OF COVES.

This Station was reached on the 17th July, at 2 a.m. and at once landed the supplies, it is a white stone circular tower, 85 feet from base to vane, and shows a revolving flash light every 1½ minute, it is of the dioptric order, second class. The lantern is 10 feet in diameter, and the globe has one large circular-burner lamp; this light should be seen 20 miles in clear weather. Size of glass of lantern, 30 x 30 inches.

George Currie is the keeper; his family number five children.

Bricks are required to build a chimney in the kitchen; the roof has been on fire several times; 200 feet of lumber is required to repair floor of house, keeper instructed to get material and do the work himself.

A good boat is very much needed at this Station, 20 feet long; the keeper can build the boat if allowed for it by the Department.

Lighthouse requires pointing and whitewashing.

GRIFFITH ISLAND.

Griffith Island Light was visited and inspected on the morning of the 17th July, at 7 a.m. and supplied with oil and stores. The tower is a white stone building, 85 feet high from base to vane, and 130 feet above the level of the lake; it shows a white fixed dioptric light of third order, from an iron lantern 8 feet in

diameter, and it contains one large circular-burner lamp, and should be seen a distance of 12 miles in clear weather.

V. C. Hill is the keeper, who has a family of two. This lighthouse is very well kept.

The lighthouse requires whitewashing and painting; a boat has been built by the keeper for this Station.

PRESQU'ISLE, GEORGIAN BAY.

We passed this Station on our way to Owen Sound, in consequence of a very strong breeze which was blowing at the time, and called here on our return; found every thing in very good order. The lighthouse is a white square wooden tower, 27 feet high from base to vane, having an iron lantern 7 feet in diameter, and it has three mammoth flat-wick lamps, with 16-inch reflectors. Size of glass, 30 x 36 inches. Mr. John McKenzie keeps his Station in very good order; his family number nine. The lantern requires to be lined with zinc to prevent fire.

The deck of the lighthouse requires a new cover, and the material has been supplied for that purpose. Since my last Report an oil house has been built at this Station, which adds much to the safety of the lighthouse.

MEAFORD.

Arrived at Meaford on the 17th July, at 9 a.m. This lighthouse stands on the end of the breakwater, the lantern is hoisted up a frame work; it shows a white fixed light, which can be seen five miles. The lantern is of galvanized iron, and contains four No. 1 base-burner lamps, but has no reflectors, the lantern being too small to receive them.

Samuel Dutcher, the keeper, has his light in very good condition; his family number eleven.

NOTAWASAGA ISLAND.

Arrived at Notawasaga Lighthouse on the morning of the 18th July; landed the supplies and inspected the establishment.

This light is in a circular stone tower, 85 feet in height from base to vane, and shows a revolving dioptric light of the second order every half minute.

The lantern is of iron, 10 feet 4 inches in diameter; the globe contains one large circular lamp, and this light should be seen 20 miles. Size of the glass in the lantern is 30 x 27½ inches. A new boat house for the life-boat has been built at this Station, it is 40 feet long by 16 feet wide and is a very good building, and will prove of great service in protecting the life-boat.

The coping-stone of the lighthouse requires to be covered with lead as the water runs into the lighthouse and a new cover is required for the deck. The lighthouse wants pointing and whitewashing. A chimney is wanted in the kitchen. The porch and platform want repairing around the house.

George Collins is keeper, and his Station is kept in excellent order and condition.

COLLINGWOOD BREAKWATER.

Visited this lighthouse at 2 p.m., 18th July. It is placed on the extreme end of the breakwater; it is a white square wooden tower, and shows a fixed red light of the catoptric order, from a wooden lantern 6 feet in diameter, and has four No. 1 base-burner lamps, with three 14-inch reflectors; it should be seen six miles in clear weather; size of glass, 26 x 36 inches; ruby glass, 24½ x 24 inches.

Since my last visit this lighthouse has been supported by four wooden stays, 8 inches square and 26 feet long, which adds very much to its stability.

Robert Doherty is keeper; he keeps the lighthouse in very good order; his family number twelve.

The lighthouse requires painting.

CHRISTIAN ISLAND.

Arrived at this Station on the 18th July, at 9 p.m. This lighthouse is a white stone circular tower, 60 feet high from base to vane. The lantern is 5 feet in diameter, constructed of iron, and having a fixed white dioptric light of the fourth order, containing one No. 1 base-burner lamp, which should be seen eight miles in clear weather; the size of the glass is 42 x 28 inches.

John H. Hoar keeps his lighthouse and premises in very good order; his family consist of three.

The wall of this lighthouse is cracked from near the top to the bottom; keeper thinks the foundation has given away; it should be examined at once by a competent person; it needs some protection from the sea, as the beach has been washed away considerably; it will require 60 or 70 cords of stone to protect it; it also wants whitewashing.

GIN ROCK.

Visited this lighthouse on the 19th July, at 1 a.m., and found everything in first rate condition. It is a white square wooden tower, with dwelling-house attached, 36 feet high. It has an iron lantern, 8 feet in diameter, containing four mammoth flat-wick lamps, with 17-inch reflectors, and it can be seen ten miles; size of glass of the lantern, 36 by 28 inches.

Israel Mundy is the keeper, who has a family of five.

A small wharf is wanted for the protection of the keeper's boat. No repairs necessary this season.

PENETANGUISHENE.

The steamer reached this lighthouse at 3 a.m., 19th July, and supplied the oil and stores. The lighthouse is a small square wooden tower, 18 feet high from base to vane, and burns one mammoth flat-wick lamp, with a 16-inch reflector; it can be seen six miles; size of glass is 30 x 30 inches. This lighthouse is in fair order.

P. Gordon, the keeper, has five in family; no repairs are required this season.

PARRY SOUND, MINK ISLAND.

We arrived at Mink Island at noon on the 19th July. The tower is placed on the dwelling-house, and is 40 feet from the base to the vane; it has a wooden lantern, 4 feet 6 inches in diameter, shewing a fixed white catoptric light, and burns four mammoth flat-wick lamps on tin stands, with 15-inch reflectors, and can be seen ten miles in clear weather; size of glass of lantern is 44 x 21 inches.

William McGowan is keeper; he has a wife and five children. The lighthouse and dwelling want painting; the keeper has every thing in excellent order.

Left new lamps for this Station, mammoth flat-wick, which will much improve it; a summer kitchen and wood shed is much required—kitchen 14 feet x 18 feet; shed, 14 feet x 12 feet.

BYNG INLET.

Arrived at Byng Inlet on the 20th July, and delivered the supplies at the wharf; we then proceeded to the lighthouse and thoroughly inspected it; we found it in a very poor condition. The main posts of the building are partially rotten, and the structure is not worth extensive repairs, which it now requires; it is composed of 2-inch plank nailed together, and is open gallows work, 60 feet high from base to vane; it has an iron lantern 5 feet in diameter, containing four No. 1 base-burner lamps, with 15-inch reflectors, and should be seen 10 miles.

The keeper's dwelling requires plastering or lining, as it is too cold in the winter, being built of single boards and battened outside.

The base of the lighthouse tower is 26 feet; square of platform, on the dock, 13 feet 5 inches; square of lantern platform, 7 feet 3 inches; size of glass in lantern

21 x 13 inches and 17½ x 21 inches. The dwelling-house is 18 x 20 feet; 2,000 feet of lumber and 1,000 feet of matched lumber required to make the house habitable.

FRENCH RIVER RANGE LIGHTS.

Arrived at French River on 20th July. There are four range lights at this Station, two are situated on the outer Bustard Islands, and when in range lead to the mouth of French River; the inner range lights are placed for the purpose of guiding vessels into the river and so to the wharf. They are all fixed white catoptric lights; the outer or main light is 25 feet high from base to vane, and has a wooden lantern containing four mammoth flat-wick lamps, with 16-inch reflectors, and can be seen 15 miles; it also serves as a coast light. They are all open gallows frame work, and are kept in very good order.

Edward Borron is keeper, who is unmarried. No repairs are required this season to any of the lighthouses.

The keeper's dwelling on the Bustard Islands requires lining, as the building is very open from the lumber shrinking; it is very cold in the fall of the year.

KILLARNEY RANGE LIGHTS.

Arrived at Killarney on the 21st July; landed the supplies. They are two white square towers, with iron lanterns 4 feet 6 inches square, having two base burner lamps, with 14-inch reflectors, and are in good order; size of glass, 22 x 13½ inches; height of towers, 20 feet from base to vane. The zinc on both the platforms of the lighthouses require repairs, and material was left for the purpose. In No. 2 lighthouse, which is situated on the main land, the sills are rotten and new ones required; the clapboards also require some repairs. The kitchen of the keeper's dwelling requires replastering; keeper instructed to get estimate and forward it.

P. Proulx is the keeper. The lights are in fair condition.

LITTLE CURRENT.

The steamer arrived here on Sunday, 21st July; landed supplies and inspected the lighthouses. There are two towers of the same size, viz: 22 feet high above the water, and are for the purpose of guiding vessels into the harbour by both channels. They each show a fixed white catoptric light from iron lantern, 6 feet square, containing two No. 1 base burner lamps in each. The glass of the lanterns are of two sizes, viz. 21½ x 13, and 17½ x 21½ inches.

Donald McKenzie is keeper, he has a family of nine children.

The lighthouse on the main land requires new sills, the old ones are rotten, they are 12 feet long. The dwelling house requires replastering, an estimate to be sent.

LONELY ISLAND.

On July 22nd, at 5 p.m., arrived off the lighthouse, having been detained at Little Current through stress of weather, and we experienced great difficulty in effecting a landing. This is a white square wooden tower attached to the dwelling-house, and is 42 feet high from base to vane, and elevated 192 feet above the lake; the lantern is of iron 4 feet 6 inches in diameter, showing a fixed white catoptric light, which should be seen 20 miles in clear weather; the lantern contains five mammoth flat-wick lamps with 15-inch reflectors.

Dominic Solomon is keeper; the family consist of ten children and the widow; he keeps the light in good order.

The lighthouse and dwelling require painting badly; material left for the purpose, and keeper instructed to have the work done. No other repairs necessary this season.

CLAPPERTON ISLAND.

On the 23rd July, at 7 a.m., landed at this Station; it is a white wooden square tower 35 feet in height from base to vane, showing a white fixed catoptric light from an iron lantern 4 feet 6 inches in diameter, and it contains 3 base-burner lamps with 15-inch reflectors. Size of glass 13 x 21 inches and 17½ x 21 inches.

Benjamin Baker is the keeper; his family number seven persons; he keeps the light in good order.

The lighthouse requires whitewashing, new sashes for the dwelling house, and some lumber for the repairs of the kitchen; keeper to get estimate as to cost, and forward.

GORE BAY.

On our way to Manitoulin Island we called at Gore Bay, on the 23rd July, at 10 a.m.; found that there was no lighthouse in course of construction at the time of our visit; landed and placed in charge of Mr. Miller (who has charge of the wharf and warehouse) three barrels of oil for future use of the Station.

This is a very good harbour for fishing boats and small vessels, and is a port of call for some of the steamers plying on the Georgian Bay. There is plenty of water alongside the wharf for vessels of 10 feet draught.

MANITOULIN ISLAND.

Arrived off this lighthouse on the 23rd July, at 2 p.m.; it is a white wooden square tower with dwelling attached, 28 feet high from base to vane, and has a wooden lantern 6 feet 6 inches in diameter, with four mammoth flat-wick lamps, with 18 inch reflectors, and should be seen 18 miles in clear weather. Size of glass of the lantern is 30 x 36 inches.

William Cullis, the keeper, has a family of four children; he keeps the lighthouse and dwelling in very good order.

The kitchen was being replastered at the time of our visit, the old plaster having all fallen off; there had been no hair mixed with the lime.

A boat is required at this Station, as the keeper has no other means of procuring supplies from the main land; he has a boat of his own, quite new, she is 27½ feet long, which he purchased from his own means, and hopes the Department will allow him for her; she is fitted with sails, rigging, anchor and chain, and I consider her well suited for this place; she is a first-rate boat in every way. The lighthouse and dwelling require painting.

GREAT DUCK ISLAND.

We came to an anchor off the lighthouse at 7 p.m., 23rd July. This tower is attached to the dwelling-house, and is a square wooden tower 54 feet from base to vane, and shows a red and white revolving light every two minutes, at an elevation of 64 feet above the level of the lake, and can be seen 20 miles. The lantern is constructed of iron, 10 feet in diameter, and contains 10 Silber-burner lamps, with 22-inch reflectors; size of glass is 60 x 30 inches, and the ruby glass, 23 x 23 inches.

William Purvis is the keeper, who has nine in family.

The keeper has greatly improved this Station by clearing up the land around the lighthouse, thus placing the lighthouse out of danger of bush fires.

This light and dwelling are kept in a very excellent manner; it is one of the best kept Stations on the lakes.

SULPHUR ISLAND.

Sulphur Island was visited and inspected on the 24th July, at 5 a.m., and everything found in good order; it is a white square wooden tower, 20 feet high from base to vane, and shows a fixed white catoptric light from an iron lantern, 4 feet 6 inches in diameter, and burns four mammoth flat-wick lamps, with 16-inch reflectors; size of glass of lantern is 17 x 20½ inches, and 12½ by 20½ inches.

William Shepherd is keeper, and his family number three. This light is in good order. The foot of stairs to the lantern went moving round, as it opens into keepers wife's bed-room, at which she objects.

THESSALON RIVER.

Arrived at Thessalon River at 8 a.m., 24th July, and delivered supplies. This is a square wooden box about 8 feet high; has no lantern, but two panes of glass put into the side; it has one mammoth flat-wick lamp, with 16-inch reflector. George Dodds is keeper, who receives no salary. The place is kept as well as it can be under the circumstances.

I would recommend Mr. Dodds be paid one hundred dollars per annum for his services.

POINT AUX PINS.

The steamer left Sault Ste Marie at 4 a.m. 25th July, and arrived at the light-house at 5 a.m. This is a square wooden tower standing on the extreme point, and is 23 feet high from base to vane, having a wooden lantern 6 feet in diameter; it contains three No. 1 base-burner lamps, with 16-inch reflectors, and it can be seen eight miles; size of the glass in the lantern 30 x 36 inches. This light is kept in fair order.

Wade G. Foote is keeper, who has two children. The channel at this part of the river is buoyed by the American Government.

BATCHEWANA BAY.

Point Corbay was reached at 11 a.m. of the 25th July; landed the supplies and examined the Station; found every thing in fair order. The tower is a square wooden one, painted white, and is attached to the dwelling-house; it is 63 feet high from base to vane; has an iron lantern 8 feet in diameter, and contains four mammoth flat-wick lamps, with 16-inch reflectors, and should be seen 20 miles in clear weather; size of the glass in the lantern, 28½ x 35 inches.

David Crawford is keeper, who has a family of three.

The lighthouse requires painting; a boat-house has been built of cedar logs; spare glass wanted for the lantern, also for the windows in lower rooms of lighthouse; size 23½ x 23½ octagonal.

MICHIPICOTEN ISLAND.

Arrived in Quebec Harbour on the 25th July, at 11.30 p.m., and landed stores and oil; it is a square wooden tower, 32 feet high from base to vane, and shows a white fixed catoptric light from an iron lantern 8 feet in diameter, containing three mammoth flat-wick lamps, with 20 inch reflectors; size of glass, 30 x 36 inches. A bell tower is in operation here, weight of bell is 960 lbs.; the machinery is in very good order.

We also inspected Agate Island Lighthouse; it shows a fixed white light of the catoptric order, and is 20 feet high from base to vane, and is built on a rock at the mouth of the harbour, and is of great service to vessels entering the harbour of Quebec; it has a wooden lantern, 8 feet in diameter, and burns two mammoth flat-wick lamps, with 16-inch reflectors. Size of glass, 30 x 36 inches. Both these Stations are kept by Peter McIntyre, who has them in very excellent order; he has four in family.

No repairs are required this season.

BATTLE ISLAND

Was reached on the 26th July, having been compelled to anchor on account of too much sea to land supplies. This is a white square tower, standing on a rock 69

feet above the level of the lake. The tower is 36 feet from base to vane, and shows a revolving light once a minute, from an iron lantern 8 feet in diameter; it contains four lamps, two No. 2 circular and two mammoth flat-wick lamps, with 18-inch reflectors. Size of glass in the lantern is 28 x 36 inches; but this glass is too small and was placed in the lantern by the contractor, as no other was available at the time.

The revolving apparatus is in very good order, and works satisfactorily.

No repairs are required this season.

Charles McKay is the keeper; he keeps his lighthouse and premises in very good order; his family number six.

LAMB ISLAND.

Arrived off Lamb Island, on the 27th July, at 2 a.m. This is a square wooden tower, with dwelling-house attached, and stands on the middle of the Island, 90 feet above the lake. The tower is 46 feet high from base to vane, and this light can be seen 20 miles. The lantern is constructed of iron, 8 feet in diameter, and has four circular lamps, No. 1, with 19 inch reflectors, Size of glass, 36 x 36 inches. It is a white fixed catoptric light.

The deck of the lantern leaks badly, and a new cover is required; the keeper cannot keep it tight.

John Michelson is the keeper; he has a family of ten. His station is in very good order. A boat-house has been built by the keeper, 29 feet long and 14 feet 6 inches wide; it is a good building; it is not yet quite finished, as some more lumber is required for the back end of the building. The lumber used in its construction is that which was taken off the contractors hands by the Department. The keeper has also supplied some which he procured along the shore.

POINT PORPHYRY.

Arrived here on the 27th July, at 8 a.m., and landed the supplies. This is a hexagonal tower, with dwelling-house attached, built of wood and painted white, shewing a white fixed catoptric light. The lantern is 9 feet in diameter, and contains four circular No. 1 lamps, with 20-inch reflectors; size of the glass is 36 x 30 inches. The height of this tower is 36 feet from base to vane, and is elevated 56 feet above the lake, and should be seen from 16 to 18 miles in clear weather.

Donald Ross is the keeper; he has a wife and two children.

Two hundred feet of pine flooring is required for the kitchen, and the lighthouse and dwelling require painting.

THUNDER CAPE

Was visited and minutely inspected on the 27th July, at 2 p.m. It is a white square wooden tower, with dwelling-house attached, and is 28 feet high from base to vane. The lantern is constructed of iron, and is 7½ feet in diameter, with two mammoth flat-wick lamps and 20-inch reflectors; this light revolves once a minute. Size of glass of lantern is 30 x 28 inches, and should be seen twelve miles.

Duncan McEachen is the keeper; he has nine in family.

The Station is in good order.

The foundation of the building is cracked in the south-east corner and needs repairs.

FORT WILLIAM AND RANGE.

The steamer reached Fort William at 5.30 p.m., 27th July; landed the supplies and inspected the Station. This is a white square wooden tower, with dwelling-house attached. It stands on the bank of the Kaministiquia River, and with the range light leads through the dredged channel at the mouth of the river. There are also four spar buoys placed on the edge of the channel to assist vessels entering the river.

The tower shows a fixed white catoptric light from a galvanized iron lantern, 4 feet in diameter; it contains one mammoth flat-wick lamp, with a 16-inch reflector. The range light is a small square tower, painted white, 293 yards E.N.E from main light; it has a small lantern, containing one mammoth flat-wick lamp with 16-inch reflector. This lantern is far too small; the keeper has to ascend to the lantern by an outside ladder, and has great difficulty in lighting the lamp during bad weather; it has to be done with the door open, as he cannot get into the lantern.

The beacon which stood at the entrance is now gone, and only the crib remains, which is useless since the range light has come into operation.

A boat is required here for lifting and placing the buoys; the dredge was at work on the bar at the time of our visit.

An addition to the dwelling-house is very much required, as the house is very small. There is no cellar on account of the lowness of the situation, and the keeper has no place to keep his provisions. An oil-house is also very much required; there is no place to keep the tanks, and they are exposed.

Daniel Morrison is the keeper; he has everything in very good order; he has a family of eight children.

TELEGRAPH ISLAND (BAY OF QUINTE.)

(JOHN MASON, *Keeper.*)

This is a fixed white catoptric, containing two base-burner lamps and two 18-inch reflectors on cast-iron stands. There was no oil delivered, as the keeper had about 60 gallons on hand. The lighthouse is a white square wooden building, with dwelling attached. The lantern is 5 feet in diameter, and of wood. The light can be seen 10 miles. Size of glass, 21 x 4 $\frac{1}{2}$ inches. The lighthouse is in good repair, and well kept. There are three of a family.

APPENDIX No. 4.

REPORT OF THE PRINCE EDWARD ISLAND AGENCY OF THE DEPARTMENT OF MARINE AND FISHERIES, FOR THE FISCAL YEAR ENDED 30TH JUNE, 1878.

AGENCY OF THE DEPARTMENT OF MARINE AND FISHERIES,
CHARLOTTETOWN, P.E.I., 9th September, 1878.

SIR,—I have the honour to submit a short Report of the several operations which have been, and I trust will continue to be, carried out in the Prince Edward Island Agency of this Department.

While it affords me much pleasure to be in a position to state in this Annual Report, that the new lighthouses and the alterations recently made are most satisfactory; that the improvements in the lighthouse and coast service the last year, are recognized and appreciated by mariners who approach the coast or enter the harbours, nevertheless, I must say that two or three of the old lighthouses require new lanterns, and several new range towers, before it can be said that the coast and harbours under the Agency are in an efficient state.

LIGHTHOUSE AND COAST SERVICE.

The district under the supervision of this Agency embraces all the Lighthouse Stations on the Island; all the buoys and beacons, hospitals and temporary lodgings for sick and distressed seamen, who may be wrecked or landed upon our shores, and all work connected with the Department.

It is also the duty of the Agent to render accounts connected with the above works, and periodically to report upon them, which accounts I forwarded in detail to the head office in Ottawa, at the end of every month.

LIGHTHOUSES.

There are twenty two light-stations under the supervision of the Agency; fifteen lighthouses, three of them having range towers; five range lights and two single lights, making the total number of lights to amount to thirty. The number of light-keepers at the present time is twenty-two.

Order of Reference.—In noticing the different lighthouses and Stations, I shall refer to them in the following order, viz:—1st, the

NORTH CAPE (REVOLVING WHITE.)

Having been informed by the Department that Mr. Lewis McDonald, the previous keeper, had resigned, and that Mr. Peter K. Perry was appointed in his place,

on the 20th of June I proceeded to North Cape, and found the lighthouse and light apparatus in a most dilapidated state. I immediately got a carpenter to work, and sent a plumber from Charlottetown, who repaired the lamps, and put the machinery in good working order for the present. New lamps and burners will have to be furnished said lighthouse shortly. Several cogs are broken out of one of the wheels, which will have to be repaired when navigation closes. I visited this Station again on the 25th July, and found the lights in fair order.

WEST POINT (REVOLVING WHITE AND RED.)

This Station is situated on the beach, which I visited on the 23rd of July. The lighthouse is a large square tower, with dwelling attached, put in operation May, 1876. It is furnished with eight powerful reflectors, making a full revolution every three minutes, shewing a red flash every minute and a half. Mr. William McDonald, the keeper, is very attentive, and I must say that the clean and comfortable state in which I found the whole premises was a credit. The light apparatus appeared in as good order as when first put in operation.

SUMMERSIDE (FIXED WHITE.)

This Station is on the railway wharf; a very neat tower is constructed on the north end of a new freight house. The light was put in operation on the 22nd of October, 1877. Mr. Patrick McVeigh is keeper; the light is highly spoken of as being good and well kept.

SEA COW HEAD (FIXED WHITE.)

I visited this Station on the 27th July, and found the keeper, Mr. Peter Ranaghan, at his post. The lighthouse was clean and in good repair. The illuminating apparatus consists of five of Silber's patent lamps and burners, with deep reflectors, which were also satisfactory. A cottage is much required at this Station. The keeper lives in the lighttower, which is very uncomfortable, and I trust the Department will consider the necessity of having a cottage built next summer, the cost of which will be placed in the Estimates.

CRAPAUD OR VICTORIA (FIXED WHITE.)

This Station has but one light, hoisted on a mast, which I visited on the 25th of May, by order of the Department, to ascertain the height and position of range towers, plans and specifications of which are daily expected from the Engineer's Office at Ottawa.

BLOCK HOUSE (FIXED WHITE) "RED RANGE SEAWARD."

This is a most important light, being at the entrance of Charlottetown Harbour, and a Signal Station, which is visited by hundreds of pleasure seekers during the summer. The lighthouse is always clean and neat, and the lights in the best of order. Mr. Archibald McLaine is keeper at this Station.

POINT PRIM (FIXED WHITE.)

I visited this Station on the 13th August; found the keeper, Mr. Michael McLeod, busy securing the stores for the ensuing year. The lights were in good order. I stated in my last Report, that the lighthouse would soon require repairs, also a new lantern and light apparatus, as the old cast-iron sashes which formed the lantern were almost useless. I found on my recent visit, that the above repairs are most necessary, cost of which will be placed in the Estimates.

WOOD ISLAND (FIXED WHITE, DIOPTRIC.)

This is a large new building, square tower, with dwelling attached. I called at this Station on the 14th of August. The premises were in good order, and the lights most satisfactory. Mr. James McMillan is keeper.

LITTLE SANDS (FIXED RED.)

This light was granted by the Department for the benefit of fishermen, and placed in the end of a building which is near the bank, on the farm of Mr. D. Munn, who has charge of the light. I called at this Station on the 15th of August. I find that the light has become most important, being the only red light on the north side of the Strait; when mariners sight it they immediately know their position.

MURRAY HARBOUR (TWO FIXED WHITE BEACONS.)

On hearing of the inefficiency of the outer beacon light, I visited this Station on the 16th of August, and supplied a new lantern, which gives satisfaction. Since the date above mentioned the Department at Ottawa have forwarded plans and specification of range towers to be erected in place of the old beacons, which appear well adapted for the Harbour.

PANMURE ISLAND (FIXED WHITE.)

Mr. William McDonald is keeper at this Station, which I visited on the 27th of August; found the buildings in good repair, and the lights satisfactory.

ST. ANDREWS POINT, (FIXED RED, SEAWARD; WHITE, TOWARDS HARBOUR.)

I called at this Station on the 27th of August. This light consists of two mammoth flat-wick lamps, with 19-inch reflectors, showing east and north, which I found very much neglected; talked with the keeper who promised that more attention would be paid to the lights in future.

EAST POINT (REVOLVING WHITE.)

A large sum has been expended for alterations and repairs at this Station recently. A new lantern containing a revolving light of the most modern improvement has been placed on the lighthouse. It required considerable skill and labour to make the building sufficient to carry the weight.

The light was put in operation on the 1st of June, which is most satisfactory. A cellar has been dug under the cottage; a stone wall built; the outside of all the buildings painted, and some gates made. The premises have been put in first class order. Mr. A. K. Beaton is keeper at this Station.

ST. PETERS (FIXED WHITE RANGE.)

I visited this Station on the 13th of June, and furnished supplies, which I considered necessary to last until the new range towers are completed, which are now in progress. W. W. McGrath is keeper at this Station.

TRACADIE (TWO FIXED RED.)

Mr. Michael Ready is keeper at this Station, which I visited several times this season by his request. I find that the towers require to be shifted to suit the range of the channel after a storm; the lights are kept in good order.

SOUTH RUSTICO (FIXED WHITE RANGE.)

This Station was added to the list of lights in 1875, and must be of great service to fishermen, as no accident, either to life or property, has occurred since, which were so frequent in past years.

NORTH RUSTICO (FIXED WHITE; CHANNEL RANGE IN BUILDING, RED.)

There is a very neat new lighthouse at this Station, which is lighted with three flat-wick mammoth lamps, and one circular-burner with most powerful 20-inch reflectors.

J. S. Pursey is keeper, who is very trustworthy; I always find the lights in good order

NEW LONDON (FIXED WHITE; CHANNEL RANGE IN BUILDING, RED.)

Mr. George McKenzie is keeper at this Station, which I visited on the 5th of August; I found the lighthouse clean, and the light very satisfactory.

MALPEQUE FISH ISLAND (FIXED WHITE, WITH RANGE TOWER.)

This is a most important Station, being at the entrance of the best harbour of refuge on the north side of the island, which I visited on the 6th of August.

Mr. Angus J. McLellan is keeper, who is neither energetic nor careful; I must say that the lights were not satisfactory.

LITTLE CHANNEL (FIXED WHITE, WITH RANGE TOWER.)

William Hardy is keeper at this Station, which I visited on the 26th of July. The lights which consist of two circular-burners, with 20-inch reflectors, were in good order.

CASCUMPEC SANDY ISLAND (FIXED WHITE; RANGE TOWER, RED.)

Mr. Asa McCabe, keeper. On my visit last fall I saw that it was necessary to protect the range tower from the action of the tide, which had nearly undermined it. When the ice made I had brush hauled and placed on the south-east side of the tower, for about one hundred yards; also heavy soil which would not blow away placed around the lighthouse, at a cost of \$88.35. I visited this Station on the 22nd of July; found the premises in good order, and the light satisfactory.

TIGNISH (FIXED WHITE RANGE.)

This Station was visited by me on the 25th July. The lights were most satisfactory. All parties who are engaged in the fishing business consider them of great benefit to the place.

SUPPLIES

One hundred and twelve casks of oil, containing 5,326 gallons, were consumed at the different Stations under this Agency, during the past year; and the Stations are being supplied with oil and all necessary requirements for the ensuing year.

BUOY SERVICE.

I must say that the 50 spar buoys supplied to this Agency by the Department at Ottawa, in the summer of 1876, gives better satisfaction than anticipated, especially on the north side of the island, where the rise and fall of the tide seldom exceeds three or four feet. The buoy service around the coast and harbours has been well attended to, and, from all I can hear, have been placed and are kept in their proper positions. There has been no increase in this service since my last Report.

REPORT OF THE STEAMSHIP "NORTHERN LIGHT" FROM THE 20TH APRIL, 1877, TO 30TH JUNE, 1878.

SIR,—I have the honour to transmit a report in connection with the Dominion Government steamer "Northern Light," commanded by Captain A. Finlayson, stationed at Georgetown, and designed to keep up communication, if possible, with the mainland and Prince Edward Island during the winter season. The steamship "Northern Light" made her trips very successfully during the winter months of 1877, as shown by my last year's Report, and ceased on the 20th April, when the Prince Edward Island Steam Navigation Company's boats took her place.

She was placed on the main slip at Pictou on the 24th inst. to be strengthened and undergo sundry repairs, where she remained for seventy-five days, having a large number of men constantly employed while on the slip, and during her stay in Pictou.

Left on the 1st of September, and arrived at the railway wharf, Charlottetown, where her machinery was refitted, boilers repaired, an extra steam pump supplied and put in operation.

Left Charlottetown on the 3rd of December, and arrived at Georgetown, to wait for orders.

On the 19th inst., left for Pictou with mails and passengers, and performed the arranged trips successfully up to the 25th January, 1878, when the wind changed to the north-east, and continued to prevail for nearly three months, filling the Straits of Northumberland with heavy drift ice from the coasts north-east of Prince Edward Island, rendering winter navigation at certain periods impossible.

On the 10th of April, while forcing through heavy ice, the "Northern Light" broke her propeller, which disabled her from any further successful service for the remainder of the season.

A short report of each trip, showing the number of passengers, mail bags and parcels of freight on board, difficulties encountered, and date when performed, was forwarded to the Deputy Minister at Ottawa by Captain Finlayson on his arrival at Pictou and Georgetown during last winter's service.

The earnings of the "Northern Light" for passengers and freight were collected by the railway department, as arranged. The captain forwarded to me \$293.60, collected by the steward of the boat for meals and berth. Also \$40 for towage, which was placed in the Bank of Prince Edward Island, to the credit of the Department.

The cost of repairs, improvements and additional machinery which were required, together with all expenses paid by me from the 20th April, 1877, to the end of the fiscal year, 30th June, 1878, amounted to \$28,094.87, accounts of which were forwarded in detail to the head office in Ottawa at the end of every month.

I have the honour to be, Sir,

Your most obedient servant,

(Signed) WILLIAM MITCHELL.

Sir ALBERT J. SMITH,
Minister of Marine and Fisheries,
Ottawa.

APPENDIX No. 5.

DEPARTMENT OF MARINE AND FISHERIES,
BRITISH COLUMBIA AGENCY,
VICTORIA, 29th July, 1878.

To the Honorable

SIR A. J. SMITH,
Minister of Marine and Fisheries.

SIR,—I have the honour to forward, for your information, an account of the operations of this Agency of your Department, for the Fiscal year ended 30th June, 1878.

LIGHTHOUSES AND COAST SERVICE.

RACE ROCKS LIGHT.

A flash light of the second order; exhibits a flash all round the horizon every ten seconds. Dog fish liver oil is successfully used at this Station, and some very good samples of oil have been secured at a decrease of cost to that formerly paid, of 12½c. per gallon. The oil does not pass through any preparation from its crude state, beyond that of allowing it to settle and drawing off the clear oil. No repairs have been made at this Station during the fiscal year just closed. It is necessary however, that I should point out to the Department the defective character of the stone with which the tower is built, more particularly the upper courses. It would appear that the material has been quarried where sandstone could be procured, at the time the tower was built (1860), with the greatest facility, and at as little cost as possible to the contractors, and that used has been quarried from places where it has been subjected to the overflow of the tide; consequently, its exposure to the atmosphere causes a crumbling of the stone, dropping in flakes to the ground. An engineer who accompanied me on one occasion, when visiting Race Rocks, gave it as his opinion that it would be necessary in a few years to pull down the tower and rebuild it.

A Signal Station has been established at Race Rocks, for the special benefit of Her Majesty's Navy; this service was undertaken in consequence of a communication received from His Honor the Lieutenant Governor in Council, and which was explained in previous communications to the Department.

FISGARD ISLAND LIGHT.

At the entrance of Esquimalt, is a fixed bright light, but shows red on approaching to close in shore. Several small repairs have been made at this Station, and a wharf erected by direction of the Department, mainly for the convenience of the keeper and for landing coal.

BEREN'S ISLAND LIGHT (VICTORIA HARBOUR,)

Shows a blue light, but, in consequence of the blue glass suspended in front of the reflectors being of a dark shade, the light is dimmer than it ought to be. No repairs have been made at this Station beyond making a necessary landing at a moderate cost; the building, however, requires painting. A change of keeper has been made at this Station. Mr. E. Cox, formerly keeper at Beren's Island, has been removed to Cape Beale, *vice* Mr. R. Westmorland, resigned, and Mr. A. McKinnon has been appointed keeper of this lighthouse.

ENTRANCE ISLAND LIGHT (NANAIMO,)

Is an important coast light and indicates the entrances to Departure Bay and Nanaimo Harbour. This is the only lighthouse on which any expenditure has been made during the past fiscal year. An extensive and troublesome leak in the tower on the eastern face, which is the rainy quarter, could not be found; when raining heavily the water would penetrate to the second and third stories flooding the ceilings and covering the floors. Mr. A. Fenney, of Nanaimo, has been employed on frequent occasions to try and stop the leaks. It was at last decided to put on an entirely new course of weather boarding, as the boarding originally put on must have been very defective. The site of the boathouse was found, during last winter, to be subjected to the surf and drift logs during a gale of wind, so much so that on one or two occasions the house and boat were nearly swept away; the boat house has been shifted to a safer position above the roll of the surf. From this arrangement it was found necessary to construct a tramway for the keeper to haul his boat up and launch it over the rocks. The building and tower have been painted by the keeper, with an assistant for a few days, the account for which has not yet been paid. Mr. Gray is an attentive and good keeper, and the usefulness of the light is highly spoken of. The keeper has complained to me that little or no driftwood has been secured on the Island for the past year, and that he is now in a difficulty as to where he can procure it in quantities for the winter months. Five panes of glass in the lanterns have been broken, which for some time could not be accounted for as the breaks were always in the same squares. The lamps were fixed in their places, but as it was conceived that the breakage could not have taken place by any other course than from the heat of the lamps, two of them in front of the panes that have broken, were shifted backwards as far as the space would allow, and since this has been done breakages have not taken place. The glass from Berens Island being of the same size as that in the lantern of Entrance Island, I was enabled to make good the loss of the broken panes, there being only two blind panes in the lantern at Entrance Island, which would leave only three spare panes from the quantity sent out.

POINT ATKINSON.

This lighthouse has been painted by the keeper, with an assistant for a few days. The keeper has also repaired the roof of the dwelling, without extra cost to the Department beyond a small quantity of lumber, nails and shingles.

LIGHTSHIP, FRASER RIVER.

This vessel, on the 20th April last, experienced a heavy gale from the north-west; the cable parted about twenty fathoms from the swivel, capsized and broke the pawls of the windlass, started the pawlbit, with other damage. A new anchor and chain were immediately supplied as the lost one could not be grappled or found. A shipwright was sent up to examine the extent of damage and report generally on the condition of the vessel. This vessel was built at New Westminster in 1865, and, by an Order in Council, the wood used in its construction was to be that of the locality, wood not now understood to be well adapted to ship-building purposes. The ship-

wright reported that it was necessary the lightship should be taken into port for repairs, the vessel having been seven years previously moored constantly at her station. Certain defects were discovered and reported, and after the vessel was hauled out, far more extensive faults and defects were brought to light, the most serious of which was the decaying of the foremast (lantern mast) and the keelson. The vessel has been patched up, as her condition would not justify a large expenditure, as her top sides and greater part of the deck frame have the dry-rot. It is, however, expected that the repairs put upon her in May and June last will render her efficient and effective for the next five years; after that time I do not think it would be prudent to allow her to remain longer at her moorings; the moorings were examined but the position of the ship not changed. The vessel was not painted during the past fiscal year, the accident and consequent repairs interfering at the regular time for doing so.

CAPE BEALE.

No expenditure has taken place at this light Station, beyond that necessary for maintenance and salary, the former keeper of Beren's Island Light, having been appointed keeper at Cape Beale Lighthouse. Mr. Cox has his wife and family of four small children with him, but no assistant. A complaint from Captain McKay and two other persons of the light not revolving on the 11th of May last, was duly forwarded to the Department.

FRASER RIVER BUOYS.

The large iron buoys were scraped, cleaned and painted in the annual and regular service by the master of the lightship and crew of the "Sir James Douglas," with extra labour, shifted to their proper positions; extensive changes in the directions of the channel have taken place, and most of the buoys on both sides of the channel will have to be shifted when next seen to. This circumstance always causes a greater expenditure, as new moorings have to be provided, as it is found, by experience, that the wear and tear and breakages, loss of time and extra labour necessary, is more than an equivalent for the value of the moorings. It is, however, next to impossible to recover a mooring after it has been embedded in the sand for two or three seasons. It is possible to break the chain, but scarcely ever can a mooring be reclaimed from such positions. For the past season not one buoy has broken adrift, an exception to the general rule.

NANAIMO BUOYS

have been kept in repair, and in their proper positions. The steamer "Sir James Douglas" has rendered the Harbour Master this service.

BAYNE'S SOUND BUOYS

have not been painted, but the beacon erected on the shore, as a leading mark for crossing the bar, received a coat of whitewash.

BURRARD INLET.

One iron buoy, belonging to the Fraser River, moored off the Point Spanish Bank in English Bay, has kept its position, an increased length of chain being attached by the steamer "Sir James Douglas." The buoy formerly placed on Burnaby Shoal has repeatedly been carried away. Steamers towing booms of logs for the saw mills are supposed to be the cause, the masters of which never report, for fear they would be called upon to make good the loss.

FRASER BUOYS NORTH ARM.

Four spar buoys were placed in position at the entrance of the North Arm, about two years ago, to guide shallow draught vessels navigating this channel across the sands; they have all been carried away either by drift or float ice. The traffic between New Westminster and Burrard Inlet by water is annually increasing, and the masters and owners of vessels trading between these places have made repeated applications to have others placed in position.

VICTORIA BUOYS.

Two new cedar buoys have been constructed and placed in position; they are conspicuous, and can be seen in the darkest night; the channel requires one more such buoy; the cost of the buoys including moorings, was about \$75 each. They are built of squared cedar, 6 feet square and 18 inches thick; the pieces are crossed and well treenailed, having a frame about 5 feet high, latticed and mounted with a ball or triangle.

ESQUIMALT HARBOUR.

The Commander-in-Chief has represented to the Harbour Master that he requires a buoy on Bacchante Reef, at the entrance, and a beacon built on Scrogg Rocks, also at the entrance of the harbour. I directed the Harbour Master to write to the Admiral and inform him that authority was not vested in him to incur the necessary expenditure for the above buoy and beacon, and that if he considered it necessary, the best course would be for him to apply through the ordinary channel.

BRATCHIE LEDGE BEACON.

This beacon, constructed over four years ago, had become water-soaked and worm-eaten, and was liable to break away from its moorings. The new beacon constructed for Kelp Reef has been placed in position at Bratchie Ledge and the moorings examined.

GABRIOLA REEF.

The beacon on this reef has not sustained damage during the past year; it, however, requires repainting, which will be seen to on first opportunity.

WALKER ROCK.

The beacon from this rock, which lies directly in the middle of a navigable channel, is much missed by navigators. Trincomalee channel is used by all local craft, and sometimes by H.M. ships; vessels of large tonnage have been towed through to Nanaimo, and, were it not for the dangerous position of Walker Rock, would be more extensively used, and often with great benefit to shipping. This channel, in conjunction with Portier Pass, under certain circumstances, would afford easier facilities for reaching the Gulf ports, were the dangers properly marked, the passage through Portier Pass being much shorter than that of Active Pass, which is a considerable object when contending with an adverse tide. I respectfully beg to recommend the favourable consideration of the Department to the desirability of authorizing the necessary expenditure for these public works.

LEWIS REEF AND CANOE ROCK BEACONS

Have required no repairs for the past year; they will each receive a coat of black first favourable opportunity.

MARINE HOSPITAL.

This institution and its branches at Burrard Inlet and Nanaimo, has rendered good service to sick mariners. Serious accidents frequently occur at the lading ports, requiring the attention of medical aid on the spot. The facilities for sending patients to the Hospital are not sufficient, hence the expense of attending sick and maimed seamen is greater than it would otherwise be if they could be conveyed to the Hospital at Victoria. Some small repairs have been made, and the wards whitewashed. The interior of the building is kept by Mr. Wood, the keeper, assisted by Mrs. Wood, scrupulously clean and in good order, the rules of the institution are rigidly adhered to. The greatest drawback is the want of a supply of water in the summer months, the cistern being too small, and the tank at the top of the building, if full, would endanger the walls, as they would be very apt to collapse from the weight, indications of this character having been noticed, it has been deemed necessary to allow the tank to fill to about one-fourth only of its capacity.

The number of patients admitted for the fiscal year was forty-five, during which time two deaths occurred, the bodies being interred at the expense of the Department. Dr. Davie, the medical officer of the institution, will forward his Annual Report.

STEAMBOAT INSPECTION.

The complaints against the working of the Steamboat Inspection Act, as originally experienced when first put into force in this Province, have entirely died out. The Act works well, and the results of inspection are appreciated by the public. There are now thirty-three Provincial steamers, including all classes, with a probability of increased numbers, necessitated by the expansion of trade. Mr. Westgarth, the Inspector, will forward his Annual Report.

SHIPPING DISASTERS.

So far as known no loss of life has occurred in the wreck district of British Columbia for the fiscal year just closed. Disasters to shipping have, however, been of a graver character than usual on our inland waters. I append a list of casualties for your information :—

1877.		
August	2.....	"Alexander," British steamer.....
September	14.....	"Cape Clear," British iron ship.....
do	14.....	"Don Nicholas," Bolivian barque.....
November	4.....	"Ocean Gem," British barque.....
do	6.....	"Sword Fish," do
do	25.....	"St. Lawrence," British ship.....
do	27.....	"Beaver," British steamer.....
1878.		
January	1.....	"Lunalilo," Hawaiian barque.....
do	9.....	"Lady Sampson," British barque.....
		Collision with pilot boat two miles off shore at Pedder Bay; slight damage.
		Collision with barque "Don Nicholas;" hole knocked in on starboard side; repaired in Victoria harbour.
		Collision with "Cape Clear;" slight damage.
		Collision with barque "Halton Castle" whilst both were being towed off East Point, Gulf of Georgia; little damage.
		Drifted ashore, in calm, near Race Rocks, total loss; 725 tons.
		Struck in Active Pass through attempting passage at wrong state of tide; considerable damage; repaired at Burrard Inlet.
		Fouled with barque "Henry Buck" whilst towing; little damage.
		Drifted during gale in Royal Roads; total loss; 481 tons.
		Struck on Scrogg Rock during gale; not answering her helm; cargo all damaged; vessel much damaged.

The subjoined is a comparative statement of exports for the fiscal year, ended 30th June, 1877 and 1878 :—

1877.

Gold.....	\$1,188,739
Coal.....	520,109
Fisheries.....	105,603
Lumber.....	287,042
Fur, hides and oil.....	240,893
Agricultural products.....	3,083
Manufactures.....	1,500

Total..... \$2,346,969

1878.

Gold.....	\$1,031,461
Coal.....	727,710
Fisheries.....	423,840
Lumber.....	327,360
Furs, hides and oil.....	257,314
Agricultural Products.....	462

Total..... \$2,768,147

DOMINION STEAMER.

The "Sir James Douglas" was laid up from the 1st of November, and was not intended to be put in commission until the 1st of April, 1878; but in consequence of telegraphic communication with Victoria being cut off, by the submarine cable between the islands of the San Juan group becoming defective, the steamer was employed carrying messages for the senior officer of Her Majesty's naval forces and the Provincial Government, war being at that time apparently imminent. The "Sir James Douglas" has not been so profitably employed during the past year as in former years. Scarcely any employment beyond the regular service of the Department has been found for the vessel to do during the past year, and it would, in my opinion, be better not to engage a crew except when required, retaining only the officers on pay, unless employment of a permanent character be found for her; by this means the vessel would always be ready for service and a crew shipped when necessary. I beg to append an extract of the log of the steamer for the fiscal year ended 30th June last.

I have the honor to be, Sir,
Your most obedient servant,

(Signed) JAMES COOPER,
Agent.

EXTRACT OF LOG OF DOMINION STEAMER "SIR JAMES DOUGLAS."

July 1st, 1877.—Ship lying at Victoria; employed cleaning boats.

July 2nd to 4th.—At Victoria; cleaning boats, and filling sacks with coal for Race Rocks Lighthouse.

July 5th.—Left Victoria for Race Rocks and delivered 20 tons of coal; some furniture and private stores for the light-keeper. 2 p.m., returned to Victoria and moored ship.

July 6th to 9th.—At Victoria; cleaning and painting boats.

July 10th.—Left Victoria with supplies for the lighthouses in the Gulf of Georgia; 5 p.m., stopped at Point Atkinson and delivered 20 cases of coal oil to the lighthouse; 6 p.m., anchored in English Bay.

July 11th.—Left English Bay for Nanaimo and landed 30 cases of coal oil at Entrance Island Lighthouse. Noon, stopped at Nanaimo, and landed 100 coal sacks on Vancouver Coal Company's wharf. 5 p.m., anchored in Percy Bay.

July 12th.—Left Percy Bay for Victoria; 2 p.m., arrived and moored ship.

July 13th.—At Victoria; cleaning ship and boats, coaling, &c.

July 14th.—Received the agent on board, and left for New Westminster. On our way up rounded over the Bar at the Sands Heads, and found that the channel is shifting to the northward; stopped off Annacis Island to examine a new fishing weir that was being put up. 6.30 p.m., arrived at New Westminster.

July 15th.—At New Westminster.

July 16th.—Left New Westminster for Victoria; 2 p.m., arrived and moored ship.

July 17th to 19th.—At Victoria; coaling ship and setting up the rigging.

July 20th.—Left Victoria with Telegraph Maintenance party on board to repair the cable between Lopez and Fidalgo Islands, Washington Territory. 6 p.m., anchored for the night in Kellet Bay, Lopez Island.

July 21st.—Left Kellet Bay with telegraph scow in tow, and commenced to heave in the cable. 4 p.m., the lifting gear of scow became defective; cut and buoyed the cable; and anchored in Burrow's Bay for the night.

July 22nd.—Left the scow in Burrows Bay and returned to Victoria with defective gear.

July 23rd.—At Victoria; coaling and cleaning ship.

July 24th.—Left Victoria for Port Townsend and Burrow's Bay with telegraph party. 10.30 a.m., stopped at Port Townsend and communicated with the United States Officers; proceeded thence to Burrow's Bay and took up two and a half miles of cable. 7 p.m., anchored in Burrow's Bay for the night.

July 25th.—Got underway and commenced to take up the west-end of cable. 3 p.m., steam launch arrived from H.M.S. "Opal" for dispatches. 5 p.m., cable broke two and a half miles from the shore. 7.30 p.m., anchored in Kellet Bay for the night.

July 26th.—Left Kellet Bay with dispatches for eastern end of cable. Supplied "Opal's" launch with an operator and provisions; and left with scow in tow for Victoria with broken cable.

July 27th and 28th.—At Victoria; coaling and cleaning ship; operators repairing cable.

July 29th.—Left Victoria with telegraph scow in tow for Rosario Strait, and laid the cable between Lopez and Fidalgo Islands; 6 p.m., anchored at Kellet Bay for the night.

July 30th.—Employed testing and connecting the cable with the land line, and conveying despatches; 6 p.m., arrived at Victoria with scow in tow, and moored ship.

July 31st.—At Victoria; employed cleaning ship and boats.

August 1st to 3rd.—At Victoria; blacking funnel and painting ship.

August 4th.—Boat's crew employed at Beren's Island Lighthouse; 5 p.m., left Victoria with the agent on board, and scow in tow for Nanaimo; 9 p.m., anchored at James Island.

August 5th.—6 a.m. got underway and proceeded to Nanaimo; placed scow under Wellington coal chute, and left for Burrard Inlet; 7 p.m., anchored in Coal Harbour.

August 6th.—7 a.m. left Burrard Inlet and landed agent and mechanic at Point Atkinson Lighthouse; 3 p.m., left for Nanaimo, and landed the agent at E Island Lighthouse; 7.30 p.m., anchored at Nanaimo.

August 7th to 9th.—At Nanaimo; water blown out of boiler, and the ship on the beach, replacing copper on false keel.

August 10th.—At Departure Bay coaling ship.

August 11th.—Left for Victoria with scow in tow; 6 a.m., passed though Dodd's Narrows; strong ebb tide running; the ship lost steerage way and took a sheer to port when her heel touched the ground somewhere near the propeller.

August 12th to 22nd.—At Victoria; coaling ship; cleaning and painting boats; sheathing deck and blacking coal scow; repairing fire hose and variously.

August 23rd.—Left Victoria with the agent and a mechanic on board for Point Atkinson Lighthouse; 5.30 p.m., anchored in Burrard Inlet.

August 24th.—Left Burrard Inlet, and landed the agent and mechanic, also some supplies at Point Atkinson Lighthouse; 7.30 p.m., returned to Burrard Inlet, and anchored in Coal Harbour.

August 25th.—Left Burrard Inlet, and landed the agent and mechanic at Point Atkinson; 4 p.m. left for Nanaimo and landed the agent at Entrance Island Lighthouse; 8 p.m. anchored at Nanaimo.

August 26th.—Noon; arrived at Victoria and moored ship.

August 27th to 29th.—At Victoria; cleaning ship, drying sails, and making cork fenders.

August 30th.—Left Victoria, and landed the agent at Race Rocks, Fisgard and Beren's Island Lighthouses; 3 p.m., returned to Victoria and moored ship.

August 31st to 2nd September.—At Victoria; cleaning ship, and filling sacks with coal for Cape Beale Lighthouse.

September 3rd.—Left Victoria for Frazer River; 2 p.m., stopped and put agent on board Frazer River Lightship; 5 p.m., arrived at New Westminster.

September 4th.—Left New Westminster for Victoria, and put some ammunition and lamp weights on board of lightship. Touched ground several times coming down the river, opposite Ladner's landing; 6.15 p.m., arrived at Victoria, and moored ship.

September 5th to 10th.—At Victoria; coaling and cleaning ship, and filling sacks with coal for Cape Beale Lighthouse; engineer fitting a new piece of blow-off pipe to ship's side.

September 11th.—Left Victoria with the agent on board, for Cape Beale Lighthouse; 3 p.m., anchored in Port San Juan; weather thick.

September 12th.—4.30 a.m., got underway and left Port San Juan; thick fog at times; 11 a.m., anchored in Dodger's Cove; noon, boats left with the agent, and supplies for the lighthouse; 5 p.m., boats returned, having landed the supplies.

September 13th.—4.30 a.m., left Dodger's Cove for Victoria; 2 p.m., stopped and landed the agent at Race Rocks Lighthouse; 4 p.m., arrived at Victoria and moored ship.

September 14th.—Left Victoria with scow in tow, and landed 12 tons of coal at Fisgard Lighthouse; 3 p.m., returned to Victoria and moored ship.

September 15th and 16th.—At Victoria, preparing for the Frazer River buoy service.

September 17th.—Took in 90 fathoms of one-inch chain, and left Victoria with scow in tow for Nanaimo and Frazer River; 6.30 p.m., anchored in West Bay, Thetis Island.

September 18th.—6 a.m., left West Bay, and on arriving at Nanaimo, found that the moorings were not ready.

September 19th.—At Nanaimo; received five mooring stones, four new and 15 old shackles; two swivels repaired and two old ones.

September 20th.—5 a.m., left Nanaimo with scow in tow, and four extra men to assist on Frazer River buoy service; 11 a.m., arrived off the lightship, and took the captain on board to conduct the work; too much wind and sea to commence operations; anchored scow at the mouth of the river and proceeded to New Westminster for paints, oil and brushes, and spare buoy; 6.30 p.m., anchored at the mouth of the river for the night.

September 21st.—Got underway and unmoored the lightship, but after hoaving 90 fathoms of the S.E. chain, found that the anchor was 12 feet deep in the sand, and immovable; delivered 15 tons of coal to the lightship, and secured her for the

night ; anchored at the mouth of the river, and received two more extra men per "Enterprise," from Victoria.

September 22nd.—Strong south-east gales with rain ; too much wind and sea to work ; p.m., took up the inside buoys and scraped them ; 6.30 p.m., anchored at the mouth of the river.

September 23rd.—South-east gales with rain ; got underway and towed the scow to New Westminster, and placed the buoys under a shed for painting.

September 24th and 25th.—South-east gales with rain ; employed beating rust off, and painting buoys.

September 26th.—Weather clearing ; left New Westminster and steamed to Sand Heads ; replaced the upper buoys and took up five more for painting ; 7 p.m., anchored at the mouth of the river.

September 27th.—Too much rain to work at buoys on punt ; left for New Westminster, and placed buoys under cover for cleaning and painting ; received Mr. Tims on board to be conveyed to Victoria.

September 28th.—5.30 a.m., received four cords of wood, and left for Victoria. 3 p.m. arrived at Victoria and discharged one of the extra men.

September 29th.—9 a.m., left Victoria on return to New Westminster ; 7 p.m., arrived and made fast to wharf.

September 30th.—At New Westminster.

October 1st.—7.30 a.m., left New Westminster for the Sand Heads, and laid the five buoys in position, and took the remainder to be cleaned &c. ; 7 p.m., anchored at mouth of the river.

October 2nd.—Painting buoys and sounding the river at Ladner's Crossing.

October 3rd.—Towed the spare buoy to New Westminster and made it fast to wharf ; took in two cords of wood and left with scow in tow for the Sand Heads, and laid the five outside buoys ; p.m. removed the lightship and discharged another extra man to return to Victoria ; 6 p.m. anchored at the mouth of the river.

October 4th.—6.30 a.m., got under way and placed the N.W. anchor of the lightship in 20 fathoms of water ; having supplied her with 30 fathoms of new cable, and the buoys with 15 fathoms of new and 30 fathoms of old cable, and one stone anchor which completed the service ; 2 p.m., left for English Bay and took up the Spanish Bank buoy ; 6 p.m., anchored in the Bay.

October 5th.—Employed cleaning and painting the buoy and sounding the bank.

October 6th.—7 a.m., got under way and placed the buoy in position on Spanish Bank ; found that the kedge and temporary buoy had been stolen during the night ; 2 p.m., arrived at Departure Bay, Nanaimo, and discharged the extra men, having employed altogether equal to eighty-four days extra labour.

October 7th.—Placed the ship on the beach, and blew the water out of boiler in order to examine her bottom, and found that on 11th August last, while passing through Dodd's Narrows, she had touched the ground twice with her false keel and torn the copper off it near the propeller.

October 8th.—Hauled off the beach and proceeded to coal wharf. It being neap-tide, could not repair the copper under the keel.

October 9th.—Received ninety-four tons of coal on board of scow, and left for Victoria ; 6 p.m., arrived and moored ship.

October 10th to 21st.—At Victoria, coaling and cleaning ship, making new life buoys, and painting outside, &c. Delivered twelve cases of oil, and half a ton of coal to Beren's Island Lighthouse.

October 22nd.—9.30 a.m., left for Nanaimo, with the agent on board ; 5.30 p.m., anchored in Nanaimo Harbour.

October 23rd.—8 a.m. left Nanaimo, and landed the agent, a carpenter, and lightkeeper's wife, at Entrance Island ; also four panes of glass received from Beren's Island Lighthouse ; 7.30 p.m., returned to Victoria and moored ship.

October 24th.—At Victoria, drying sails and filling sacks with coal for Race Rocks.

October 25th.—Left with agent on board for Race Rocks and Fisgard Island Lighthouse; delivered two and a half tons of coal at Race Rocks; 3.30 p.m., returned to Victoria and moored ship.

October 26th.—10.00 a.m., left Victoria for Burrard Inlet, on railway survey service; 7.30 p.m., anchored in Coal Harbour.

October 27th.—7.00 a.m., received Mr. Gamsby's party of surveyors on board, and left for Victoria; 3.30 p.m., returned to Victoria and moored ship. Landed surveyors and baggage &c.

October 28th.—At Victoria.

October 29th.—Left for Sooke Harbour, and received from Mr. Muir 1,059 feet of lumber, and seventy-six gallons of fish oil, and delivered to him twenty-five gallons of condemned oil, and two empty tins.

October 30th.—Left Sooke for Race Rocks, and landed the lumber and sixty-four gallons of oil at the lighthouse; 1 p.m., returned to Victoria and moored ship.

October 31st.—Got under way and towed the scow out to Brothie's Ledge, weighed and examined the moorings of the buoy, put six feet of new chain to the upper end of it, and replaced the buoy in position.

November 1st.—At Victoria; coaling ship and receiving supplies for the Gulf Lighthouses.

November 2nd.—9.30 a.m., left Victoria with agent on board for Nanaimo; 5.45 p.m., anchored in Nanaimo Harbour.

November 3rd.—Landed agent and about 1,000 feet of lumber at Entrance Island Lighthouse; 3 p.m., landed agent and twenty-five cases of coal oil at Point Atkinson Lighthouse; 5 p.m., anchored in Coal Harbour, Burrard Inlet.

November 4th.—7.30 a.m., got under way and called at the Road End, Moody's Ville, and the lightship; 4.30 p.m., arrived at New Westminster.

November 5th.—9.30 a.m., left New Westminster for Victoria; noon, stopped off the lightship, and received a bell to be repaired; 6 p.m., arrived at Victoria.

November 6th.—At Victoria, employed coaling ship.

November 7th.—3.45 a.m., left Victoria with the captain and crew of the barque "Swordfish" ashore on the Bedford Rocks. Received a full load of her effects, and returned to Victoria at 5 p.m.

November 8th.—Discharged all the goods and effects from the "Swordfish" on Hudson's Bay wharf, and took on board Lloyd's agent, and surveyors, and returned to the wreck; 4.30 p.m., returned to Victoria, and delivered a quantity of wines, groceries and crockery ware, on Dickson Campbell's wharf.

November 9th to 13th.—At Victoria, cleaning ship, refitting boats gear, drying sails and awnings, and receiving supplies.

November 4th.—Left Victoria with scow in tow for Esquimalt; landed seven tons of stone ballast on Fisgard Lighthouse wharf, and four casks of oil at Race Rocks lighthouse; 7 p.m., returned to Victoria.

November 15th and 16th.—Coaling and cleaning ship; delivered four tons of coal to the Custom House.

November 17th.—2 p.m., left Victoria with telegraph scow in tow to repair the cable between Lopez and San Juan Islands; 5 p.m., strong gale from the S.E. anchored in Cadboro' Bay.

November 18th.—Weather clearing; got under way, and took scow in tow; 11 a.m.; arrived in the middle channel, and examined the shore ends of the cable; 4.30 p.m., strong S.W. gales; anchored in Lagoon Bay.

November 19th.—9.30 a.m., got under way and commenced taking up the cable, and after securing about a mile of it the cable broke; steamed to the east end and took it on board, but on reaching deep water that also broke. 4.30 p.m., anchored in Friday Harbour.

November 20th to 22nd.—Employed repairing the old cable and dredging and grappling for the broken part; anchored at nights in Friday Harbour.

November 23rd.—Employed dredging for broken cable; p.m., laid another cable from San Juan to Lopez Island, and anchored in Friday Harbour.

November 24th.—Heavy S.W. gales ; anchored in Friday Harbour.

November 25th.—Left Friday Harbour with scow in tow for Victoria ; 11 30 a.m., arrived and moored ship.

November 26th to 28th.—At Victoria, coaling and cleaning ship.

November 29th.—Left Victoria with telegraph scow in tow for Griffin Bay, and hove up the cable in middle channel.

November 30th.—Laid a new cable between San Juan and Lopez Islands, and anchored in Friday Harbour for the night.

December 1st.—Got under way and examined the cables at San Juan and Lopez Islands, and returned thence to Victoria.

December 2nd and 3rd.—At Victoria, drying sails and stowing away working gear, taking an inventory of stores, and mooring ship for winter quarters ; 5 p.m., discharged the crew ; engineer and mate kept on full pay (without food) as ship-keepers.

December 4th to 31st.—Ship lying up in winter quarters.

1878. January 1st to February 11th.—Ship lying up in winter quarters.

February 12th.—Shipped the crew on daily wages and made ready for sea.

February 13th.—9.30 a.m., left Victoria, with scow in tow, to take up the telegraph cable between Sydney and San Juan Islands in the Haro Strait ; 5 p.m., anchored in Roach Harbour.

February 14th.—Took up about a mile of east end of cable ; but on reaching deep water it broke ; p.m., boisterous weather ; anchored in Roach Harbour.

February 15th.—Got under way and took in west end of cable ; 3 p.m., cable broke in about 100 fathoms of water ; 6 p.m., returned to Victoria.

February 16th.—Shipped the crew for permanent service.

February 17th.—8 a.m., left Victoria with telegraph despatches ; 1 p.m., heavy S.E. gales ; anchored in Friday Harbour.

February 18th.—Got under way and left for Port Townsend ; noon, S.E. gale blowing ; anchored under Point Wilson, and found the telegraph line broken ; got under way and left for Seattle ; 6 p.m., anchored in Apple Tree Cove.

February 19th.—8 a.m., arrived at Seattle, and delivered despatches ; 11 a.m., left Seattle for Victoria with return despatches ; 9 p.m., touched the ground and fouled the buoy on the Spit in Victoria Harbour ; the buoy floating only eight inches above water could not be seen at night.

February 20th.—At Victoria ; coaling ship.

February 21st.—Received a small spar and two flags, also a canvas ball for Race Rocks ; 10.30 a.m., landed the agent and two carpenters, with some supplies, at the lighthouse ; 5.30 p.m., returned to Victoria.

February 22nd.—Left Victoria for Port Townsend on telegraph service ; 3 p.m., anchored in the Bay and communicated with the shore.

February 23rd.—2.30 p.m., received despatches for the Navy and private telegrams and left for Esquimalt ; 6.30 p.m., delivered despatches on board H.M.S. "Opal ;" 7.30 p.m., arrived at Victoria and moored ship.

February 24th.—At Victoria.

February 25th.—Left Victoria, with coal scow in tow, for Nanaimo ; 10.30 p.m., anchored at Round Island.

February 26th.—8 a.m., arrived at the Wellington Wharf, Nanaimo, and took in 86 tons of coal ; noon, left with scow in tow for Victoria ; 6.40 p.m., anchored in Long Harbour.

February 27th.—1 p.m., arrived at Victoria and moored scow ; 3 p.m., left for Port Townsend on telegraph service ; 8 p.m., anchored in the bay.

February 28th.—No telegraphic despatches had arrived up to 4 p.m. ; left for Victoria in order to be ready to lay the cable in the Haro Strait to-morrow ; 7.45 p.m., arrived at Victoria.

March 1st.—At Victoria ; coaling ship and taking in supplies ; 4 p.m., left with the telegraph scow in tow for the Haro Strait ; 6 30 p.m., anchored in Cadboro Bay.

March 2nd.—6 a.m., left the anchorage, and laid the cable from Sydney to Henry Island; 7.30 p.m., anchored in Roach Harbour.

March 3rd, 4th and 5th.—Heavy gales from S.E. and S.W.; ship anchored at Roach Harbour; telegraph party repairing old and constructing new land line on San Juan and Henry Islands.

March 6th.—Wind decreasing; laid a short cable across Mosquito Pass.

March 7th.—6 a.m., left Roach Harbour with telegraph sloop in tow for Rosario Strait, and examined both ends of cable; 6 p.m., anchored in Friday Harbour; S.W. gales.

March 8th.—6.30 a.m., got under way and visited the Stations at Sydney Island and Roach Harbour, to test the cable; took telegraph scow in tow and returned to Victoria; 1 p.m., arrived and moored ship.

March 9th to 11th.—At Victoria; coaling and cleaning ship and painting outside; received supplies for Gulf lights, and delivered ten cases of coal oil to Beren's Island Lighthouse.

March 12th.—9.40 a.m., left Victoria with agent on board and Mr. Kenny, for Entrance Island Lighthouse; 5.40 p.m., anchored at Nanaimo in five fathoms water.

March 13th.—Got under way at 9.40 a.m., and landed the agent, with Messrs. Kenny and Finney at Entrance Island; noon, left for Burrard Inlet; 5 p.m., anchored in Coal Harbour.

March 14th.—Left Burrard Inlet for Victoria, and landed the agent at Point Atkinson Lighthouse, and the Fraser River Lightship; 7 p.m., arrived at Victoria.

March 15th to 19th.—At Victoria; scraping masts and cleaning ships.

March 20th.—11.20 a.m., left Victoria and landed the agent, with some supplies, at Race Rocks.

March 21st to April 9th.—At Victoria; cleaning and painting boats and ship inside and outside; making rope fenders; attending the harbour master with boat's crew; lifting, cleaning, painting and replacing Victoria Harbour buoys, &c.

April 10th.—9.15 a.m., left Victoria with agent on board; 5.40 p.m., anchored at Nanaimo.

April 11th.—9.30 a.m., left Nanaimo and proceeded to render assistance to the schooner "Experiment," ashore on Gabriola Reef, and found too much wind and sea to approach her; anchored in six fathoms water inside Flat Top Islands, and in getting under way with the flood tide, the anchor got foul of the boulders, and while turning ahead and astern to clear it, the cable parted at the hawsepipe, and lost the anchor with seven fathom of chain. Ran out a hawser to the wreck, and tried to tow her off but failed to move her; 7.45 p.m., returned to Nanaimo.

April 12th.—9 a.m., left Nanaimo and landed the agent and Mr. Finney and some paints at Entrance Island Lighthouse; took bearing of a sunken rock lately discovered inside of the Island; 11.30 a.m., left for Burrard Inlet, and landed the agent, with some paints, at Point Atkinson Lighthouse; 4.15 p.m., anchored in Coal Harbour.

April 13th.—Left Burrard Inlet for Victoria; landed some nails at Point Atkinson Lighthouse, and communicated with the lightship; 6 p.m., arrived at Victoria.

April 14th to 19th.—At Victoria, coaling ship, delivering coal to Marine Hospital and holystoning decks.

April 20th.—8 a.m., left Victoria for Nanaimo with the coal scow in tow; 6 p.m., anchored in Clam Bay.

April 21st.—2 p.m., arrived at Nanaimo and commenced taking in coal at the Wellington wharf.

April 22nd.—Received 95 tons of coal and took scow in tow for Victoria; 6.30 p.m., anchored in Long Harbour.

April 23rd.—2 p.m., arrived at Victoria and moored ship.

April 24th.—3 p.m., left Victoria with a ship carpenter and a new anchor and chain for Fraser River lightship; 7.30 p.m., anchored in Plumper's Pass.

April 25th.—8 a.m., arrived at the lightship and commenced grappling for the

lost anchor and chain, but failed to recover it; went alongside of the lightship and re-moored her with a new anchor and 75 fathoms of chain to the N.W.; 6.30 p.m. anchored at James Island.

April 26th.—10 a.m., arrived at Victoria and landed the ship carpenter.

April 27th to 1st of May.—At Victoria; coaling and cleaning ship, painting buoys for Victoria Harbour, and receiving supplies for Cape Beale Lighthouse.

May 2nd.—4 p.m., left Victoria with agent, Messrs. Holmes and Spring for Cape Beale lighthouse.

May 3rd.—6 a.m., anchored in Dodger's Cove; 8 a.m., got under way and landed the agent and party at Cape Beale Lighthouse; 2.30 p.m., returned to Dodger's Cove; too much sea to land the supplies.

May 4th.—Too much sea at the lighthouse to communicate; landed nine hundred gallons of coal oil and some provisions at Dodger's Cove, and returned to Victoria; 9.30 p.m., arrived and moored ship.

May 5th to 16th.—At Victoria; coaling ship, painting harbour buoys and caulking, scraping and holystoning fore part of deck.

May 17th.—10.15 a.m., left Victoria for New Westminster, and took the spare buoy in tow to secure the lightship's moorings; 8 p.m., made fast to Ewin's wharf.

May 18th.—8.30 a.m., unmoored the lightship and shackled the moorings to the spare buoy; 6.30 p.m., arrived at Victoria and anchored the lightship off Cook's Ways.

May 19th to 26th.—At Victoria, coaling ship, getting mooring stones on board, launching and placing new buoys at the entrance of Victoria harbour, and cleaning boats.

May 27th.—Left Victoria with agent, and landed him, with supplies, at Race Rocks Lighthouse; 5 p.m., returned to Victoria.

May 28th and 29th.—At Victoria: coaling and cleaning ship.

May 30th, 9 a.m.—Left Victoria to survey the Sand Heads and part of the Fraser River; 4.30 p.m., anchored off Ladner's Landing.

May 31st.—Anchored off Ladner's Landing; employed surveying the channel.

June 1st.—Got under way and anchored at the Sand Heads, and commenced surveying the channel and bar near the position of the lightship; 2 p.m., completed the work and got under way; 9 p.m., arrived at Victoria.

June 2nd to 9th.—At Victoria, coaling and cleaning ship and assisting the crew of the lightship refitting ships.

June 10th.—Supplied the lightship with five tons of coal and fresh water, and took her in tow for the Sand Heads; 8.30 p.m., anchored at James Island.

June 11th, 3.30 a.m.—Got under way and proceeded to Sand Heads; moored the lightship and took the spare buoy in tow for Victoria; 11 p.m., anchored in Plumper's Pass.

June 12th, 2.30 p.m.—Arrived at Victoria; and moored ship.

June 13th to 16th.—At Victoria; cleaning ship and drying sails, strapping and painting temporary buoy, shifting air-pump plunger, and repairing damage done to taffrail by lightship.

June 17th.—Left Victoria with harbour master and gear to lay buoys at Esquimalt; 6 p.m., returned to Victoria and moored ship.

June 18th, 1 p.m.—Left Victoria for the Gulf Ports with the agent on board; 7 p.m., stopped at the Fraser River Lightship; 9.45 p.m., anchored at Burrard Inlet.

June 19th, 9 a.m.—Got underway and landed agent at Hastings Mill, Point Atkinson Lighthouse, and Entrance Island; 5.30 p.m., anchored at Nanaimo.

June 20th, 5 a.m.—Left Nanaimo for Bayne's Sound, and whitewashed the beacons leading over Kelp Bar; 9 p.m., returned to Nanaimo.

June 21st.—Left Nanaimo with some lumber for Entrance Island Lighthouse; 1 p.m., returned to Nanaimo.

June 22nd.—9.30 a.m., left Nanaimo with a new buoy in tow, for Brothie's Ledge; 9.30 p.m., arrived at Victoria and moored the ship.

June 23rd and 24th.—At Victoria ; coaling ships, and painting new buoy for Brotchie's Ledge.

June 25th, 9.20 a.m.—Got underway and took scow and buoy in tow for Brotchie's Ledge ; weighed and examined the moorings and placed the buoy in position ; 4 p.m., left with scow in tow for Nanaimo ; 9 p.m., anchored at James Island.

June 26th, 5 a.m.—Left the anchorage, and at 2 p.m. arrived at Departure Bay, Nanaimo, and commenced coaling.

June 27th, 11 a.m.—Left Departure Bay with scow in tow for Victoria, with 93½ tons of coal ; 7 p.m., anchored in Long Harbour for the night.

June 28th, 6 a.m.—Left Long Harbour with scow in tow ; 4 p.m., arrived at Victoria and moored the ship.

June 29th and 30th.—At Victoria ; coaling and cleaning ship.

(Signed) JOHN DEVEREUX,
Commander.

APPENDIX No. 6.

REPORT OF THE AGENT FOR NOVA SCOTIA OF THE DEPARTMENT OF MARINE AND FISHERIES, FOR THE YEAR ENDED 30TH JUNE, 1878.

HALIFAX, NOVA SCOTIA.

30th November, 1878.

To the Hon. J. C. POPE,
Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour to submit my Report in the various services connected with this branch of the Department for the past year.

The accounts which are herewith in detail show the expenditure for the year ending 30th June, 1878, to have been \$237,169.48. For the previous year it was \$236,926.28 which was considerably in excess of the expenditure of any of the other branches, and was somewhat more than one-fourth of the total expenditure of the Department.

Last year \$13,500 was expended for construction of lights, &c., and \$131,702.81 for maintenance of lights, fog-whistles, buoys and beacons, signal stations and humane establishments. This sum includes the office expenses of this Agency.

In the previous year the expenditure for these services was \$127,999.70 or some \$22,000 greater than that of any of the other branches, and over one-third of the whole amount paid for maintenance of all the lights, &c., of the Dominion.

This heavy comparative expenditure is no doubt largely due to the fact that nearly all the lights, fog-whistles, buoys, signal stations and humane establishments within this Agency have to be maintained in constant efficiency all the year round; unlike those of the Quebec Agency and those above Montreal in the rivers and lakes, which, with a very few exceptions, are not kept up for several months during which navigation is closed, and active operations are necessarily suspended.

Besides this a much greater number of large coast lights are comprised in this Branch than any other of the Department—there being some 67 important coast lights, and about 41 harbor and minor coast lights.

At the present time there are in operation in this Agency 110 lights, nine fog whistles, four signal-gun stations, one lightship, two automatic signal buoys, six large iron bell buoys, five stationary beacons, and about 263 iron and wooden can and spar buoys, three humane establishments for the relief of wrecked seamen, seven life boat stations and four signal stations.

There are now under construction, but not yet in operation, a lighthouse at Isle Haut, Bay of Fundy, and one at Sheet Harbour, Halifax Co. Tenders have been asked for the construction of a light at Pease's Island, Yarmouth Co., and for one at Wedge Island, and one at Three Top Island, Guysboro' Co., and appropriations were made last Session for a light near Point Michaux, for a beacon light at the entrance of Harbour au Bouche, and to replace the light in Shelburne Harbour, which was burned down in February, 1878. Besides these a Neptune steam fog-horn is now in store, and the building to receive it framed, only waiting for the site to be determined.

The Shelburne Harbour light, which was a small tower, erected near Sand Point, at the entrance to Shelburne Harbour, was destroyed by fire on the night of 20th February, 1878. No cause could be assigned for the origin of the fire. The keeper had left the lantern about 10 o'clock and the building was burned about twelve. An

investigation was held but nothing of importance elicited. No time should be lost in rebuilding this light, but I would strongly recommend an alteration of the site to Surf Point on the other side of the harbour. As previously situated the light formed no guide to avoid the chief danger, after passing the Light and McNutt's Island, that is the middle ground shoal, and was too far inland to mark the danger of the Sand Spit. On Surf Point, both these objects would be attained, besides a good mark up the harbour.

Another casualty occurred during the month of October, 1878. The large iron bell buoy moored off the Brazil Rock disappeared during a heavy gale. It has probably broke its moorings and drifted out to sea. It was reported to have been seen off the coast about Shelburne some days later, but no reliable account of its whereabouts could be obtained. I immediately despatched the steamer "Glendon," which was then at Liverpool, in search of the buoy, but all efforts to recover it have proved fruitless. As the spare buoy was required to replace the Trinity Ledge buoy, which had to be taken in for repairs, I advertised the loss of the Brazil buoy, and the public were informed that it would not be replaced until further notice.

On the 1st July, 1878, the fog-whistle on the West end of Sable Island ceased to operate. The boiler required large repairs, and as the usefulness of the signal, situated so many miles from the danger, was considered very doubtful, while the cost of its maintenance was large, it was decided to discontinue it, and notice to that effect was given in.

The engine is now in store, but the boiler has not yet been brought off the Island.

In previous Reports, notably those of last year, and 1874, detailed information was given respecting each light station under charge of this Agency. This included the position and description of the light, tower and other buildings, the character of the illuminating apparatus, size and shape of lantern, name, age, and date of appointment of keeper, &c., &c., and it will therefore be unnecessary in this present Report to repeat this information. I will therefore content myself with briefly stating the condition of the various lights, the date of inspection, quantity of oil delivered to each, noting any repairs or alterations that may have been made since my last Report, and calling attention to any that may be necessary next season.

CHEBUCTO HEAD.

This light was inspected and supplied with 1,114 gallons of oil on 24th August. A crane has been placed at the top of the cliff to assist in the delivering of the oil and supplies. The proposed road to Duncan's Cove has not yet been made. The basement of the building has been ceiled and made habitable.

SAMBRO' LIGHT AND FOG-WHISTLE.

This Station was inspected at various times during the season, and 524 gallons of oil, together with the usual supplies, delivered. The light-tower and premises generally are in good order; the buildings have been painted and the lantern new glazed where necessary.

A good deal of trouble has arisen at this Station in the management of the condensing machinery and fog-whistle, and matters are not yet in a satisfactory condition. At the present time the light is kept by Mr. Alfred Gilkie, and an engineer with an assistant are in charge of the fog-whistle. The engineer is at \$2 and the assistant at \$1 per day, and board.

The amount allowed for an engineer, who is required to keep a competent assistant, is only \$800, and I find it very difficult to get a good man to accept the situation at that rate. The temporary arrangement at present costs a great deal more. But I do not think any satisfactory permanent settlement can be made in the basis of the sum granted for this service.

BETTY'S ISLAND

Was inspected on 5th October, 1878, and 818 gallons of oil delivered. The premises generally in good order. The house and fences having been largely repaired last autumn. As soon as arrangements can be made respecting the land, a stone house, the materials of which are in hand, will be erected at the landing place at Gallant's Cove.

PEGGY'S POINT

Was inspected on 5th October, 1878, and 242 gallons of oil delivered. The late keeper William Crooks died on 2nd April, 1878, and Samuel J. Massie was appointed to fill the vacancy at the same salary of \$350, commencing 13th April, 1878.

Some small repairs have been done to the roof and deck to make the building tight, but further repairs will be required next year.

MARGARET'S BAY

Was inspected on 30th September, and supplied with 967 gallons of oil. The establishment here is clean and well kept, and a small expenditure has been made in repairs to the landing. The keeper reports the clapboards defective and the building leaky. This will have to be attended to next season.

CHESTER

Was inspected on 30th September, and 529 gallons of oil delivered. The premises are in good order.

MAHONE BAY OR HOBSON'S NOSE.

The lantern at this Station was destroyed by fire on the night of the July. It had been made of wood protected with iron and zinc. It was found impossible to repair the lantern, and there being no means of exhibiting a temporary light, notice was given that the light would not be exhibited for a short time.

I had on hand an iron lantern $7\frac{1}{2}$ feet in diameter, having 12 sides and with plate glass 24 x 66 inches, which had been removed from Egg Island, as being too small for that important revolving light. This lantern was put in thorough order and sent to Hobson's Nose Station 24th July. A suitable deck had to be prepared to receive it, and it was erected and the light exhibited on

An oil store was built and the bank protected, and a capstan has also been supplied for hauling up boats. The premises were inspected several times during the year, and gallons of oil delivered.

The lamps and reflectors which were injured by the fire have since been repaired, and are now being used at the Station. The substitution of an iron lantern for the wooden one originally built there will no doubt afford an additional security against damage by fire.

CROSS ISLAND.

This Station was inspected on 5th October, and 480 gallons of oil delivered. The premises are now in good repair and the light well kept.

A 21 lb. iron carronade was sent to this place to be used as a signal during thick and foggy weather. A zinc magazine with metal lined cases has also been furnished.

This Island would seem to be the best place to erect the Neptune fog-horn lately supplied for some point on the coast of Lunenburg County. The Harbour of Lunenburg is of considerable importance, a steamer calling there twice a week, and it is proposed to make it the terminus of the Nictaux and Annapolis Railway.

BATTERY POINT

Was inspected on the 5th October, and 190 gallons of oil delivered. The house is being painted and the metal covering of the deck and lantern repaired. Some new reflectors will have to be supplied; otherwise the premises are in good order.

IRONBOUND

Was inspected on the 5th October, and 193 gallons of oil delivered.

Considerable repairs are now going on at this Station and will be completed in a few days. The lantern deck is being removed and the old metal stripped off and replaced with canvas. The chimney is rebuilt from the deck up, the lantern base reshingled, as also the roof of the oil store, and the drain which is stopped reopened.

The accommodation for the light-keeper and family has been very small, only the room afforded by the tower—the basement was used as a cellar, and in winter it was subject to constant flooding. A kitchen is now being built on one side of the tower, which will add materially to the comfort and accommodation of the keeper.

MOSER'S ISLAND.

Was inspected on the 5th of October, and 241 gallons of oil supplied. The steps at entrance to lighthouse have been repaired and the premises are in good order.

LA HAVE.

Inspected on 5th October, and 145 gallons of oil delivered. Premises in good order, the light-house having been built in 1877. The keeper is desirous of having a well dug, which will be attended to next year.

PORT MEDWAY.

Inspected on 4th October, and 144 gallons of oil delivered. Some very necessary repairs are now nearly completed at this Station. Shingling of roof is being repaired and leaks stopped and chimney retopped. Further repairs to the building and a new lantern will be necessary next year.

LIVERPOOL OR COFFIN'S ISLAND.

Inspected on 4th June, and 192 gallons of oil delivered, and inspected a second time on 1st October.

A new lighting apparatus and revolving machinery has been supplied to this important Station. The light is now shewn by means of six No. 1 circular-wick lamps, with 20 x 12½-inch reflectors and constant level reservoir. The lamps are arranged in two groups of three each. Three spare lamps and one spare reservoir are on hand. An iron floor with ventilators has been fitted to the lantern. The clock machinery was found difficult to regulate—new gear new cut for the clock and the motion reduced, since which the keeper reports the revolving apparatus as working admirably.

Very extensive and thorough repairs have been made at this Station. As a large sum has been expended here, it may be well to give the following details of work done.

On removing the ballast, the lower frame of the tower, sills and girths were found to be completely rotten, also the greater part of the frame of floor above the ballast. The whole of this has been removed and the lower frame work boxed in with salt for ten inches and the floor laid in lime, and the lower floor covered with salt under the ballast. Sixteen ventilator holes have been cut in top course of foundation. Three window frames and casings and four outside sashes have been put

in. A leak stopped near top of tower and the whole of the shingling of tower railed with galvanized nails. An oil store 22 x 15 feet has been built and a platform 12 x 5 feet for the gun and box for rammers, sponges, &c.

The barn and wood shed have been placed in thorough repair. The dwelling house has had a new sill placed at south-west and south-east corners, the roof shingled, the porch underpinned and plastered inside. The chimney has been taken down to the roof, made tight with proper lead flushings and rebuilt with hard brick and cement. Six outside sashes have been provided, the kitchen ceiling plastered, and a spout from kitchen and drain made to remove cesspool from north-east corner of house. All the buildings have been painted and the Station may now be said to be in thorough repair.

A new 24 pounder iron carronade has been supplied, and a zinc magazine furnished, with metal lined cases for ammunition. On 14th June, 1878, there were on hand 94 cartridges of 2½ lbs. each. The instructions respecting the firing the gun are as follows:—

In foggy weather the keeper will pay attention to fog-signals which may be made off the coast within hearing of his Station, and will discharge the gun in reply, and will continue firing in response to such signals (if continued) at intervals of ten minutes. When the vessel making the signal has, in his judgment, passed seaward or safely entered the port, he will cease firing. A record is to be kept of the date and time of signals made and to what signals they were in reply and the number of discharges on each occasion.

BROOKLYN PIER.

In last year's Report the inefficiency of the small green light exhibited at this point was referred to, and the necessity of a much larger one urged. This has been accomplished this autumn. The new building is a square wooden tower 15 feet 9 inches at bottom and 6 feet at top, and 26 feet 6 inches from underside of sills to top of plates. It is built at the end of the breakwater, and rests on timber 12 inches square bolted down to the top ties of the pier. The bottom of the tower is ballasted with stone. The lantern, which is of iron, is 5½ feet in diameter, having six sides glazed with plate glass, 30 x 36 inches, having two blank sides. The lighting apparatus consists of three mammoth flat-wick lamps, with 17 x 16 inch reflectors and constant level reservoirs on an iron stand. One of these lamps is provided with green glass shades so as show a green light across the channel, seaward. The other shows white, the dark panes are in direction of the land. The lantern and lighting apparatus cost \$434.68; the contract for the building was taken by Mr. G. S. Parker, for \$494.

The new light is about being put in operation. 191 gallons of oil delivered.

FORT POINT.

Inspected on 14th June and 1st October, and 288 gallons of oil delivered. The lighthouse has been painted and a suitable porch built for oil, stores and fuel. The north corner of the building was only about three feet from the edge of the bank, which was of earth liable to be washed away by rain and the sea. An inexpensive work for protection has been built, which will answer for many years. A drain has also been dug to carry the water from the house, and the lighthouse has been painted.

PORT MOUTON.

Inspected on 4th October, and 288 gallons of oil delivered. The Station is in good order. The keeper is still applying for repayment of sums expended by him in building a kitchen.

LITTLE HOPE.

Inspected on the 17th June, and 524 gallons of oil delivered.

The boat landing at this Station was found to be worm-eaten at the lower end, and did not extend sufficiently far down to be useful at low tides. The landing has since been renewed and extended. The breakwater is built of 12-inch square hemlock timber, dovetailed at angles and tied with dovetailed crossties. It has two ballast floors and is in good condition. Two of the lower timbers on the western side of the south-west angle have been apparently fitted loosely in the dovetail, and the weight of the superstructure or force of the sea has driven them home to the shoulders. The lowest piece was about three inches within the plumb line at the angle, and on the line at its other end, and the next one about one and a half inches within the line at the angle, and on the line at the other end. The remainder of the timber is in place and the whole square and firm. The breakwater does not seem to be at all endangered by the movement of the two pieces of timber referred to.

It has been decided upon, however, to prevent the large stones which are thrown up by the sea from breaking the dovetail at the angles, to build a protection of standing timber as follows:—A horizontal piece to be bolted to the largest rocks at the foot of the breakwater, and another bolted to the sides of the angle of breakwater, and standing timber flattened at the sides and tapered to suit the angle bolted to them, the lower end to be covered 5 feet in the beach by means of a trench filled in with large stones, and the upper end to be made even capped by a strong piece bolted to the breakwater. The standing timber to be protected with a solid pile of stones between it and the breakwater.

PORT L'HERBERT.

Inspected 3rd October, and 146 gallons of oil delivered. An oil store is required at this Station so that the oil may be removed out of the tower, and necessary accommodation furnished for the keeper.

GULL ROCK.

Inspected 3rd October, and 288 gallons of oil delivered. The work required at this Station has not yet been done.

CARTER'S ISLAND.

Inspected 2nd October, and 192 gallons of oil delivered. The buildings have been painted, and a lighter boat is being now built to replace the present one which is too heavy to handle during the winter season.

SHELBURNE.

Inspected on 12th July, and 812 gallons of oil delivered. The tower and buildings have been painted and an oil store 21 x 12 feet is now being erected. A platform for the signal gun is being made. A zinc magazine with metal-lined cases has also been supplied.

SHELBURNE HARBOUR.

The light at this Station has been extinguished since 20th February, the light-house having been destroyed by fire.

An appropriation was made last session of Parliament for a new building which it is proposed to erect on the other side of the harbour for reasons which I have already given.

NEGRO ISLAND.

Inspected on 11th July, and 283 gallons of oil delivered. The landing made last year at this Station was much injured by a gale, but it has been repaired and, is now in good order.

BARRINGTON.

Inspected 28th February and 11th July, and 574 gallons of oil delivered. The buildings have been painted and a good and substantial wharf built. The lantern is old and unserviceable, and a new one 9½ feet in diameter should be erected next summer.

CAPE SABLE LIGHT AND FOG-WHISTLE.

Inspected 1st March, and 1,609 gallons of oil delivered. Premises in good order. The lantern is not sufficiently ventilated and the glass 12 x 18 inches too small, and the glazing not sufficiently high for the lighting apparatus.

At the fog-whistle a number of tools were made by the engineer's assistant; small repairs to boiler and a platform and iron ladder to the whistle.

A coal shed 40 x 22 feet has been sent to the Station and is now being erected near the shore. This was greatly required as a large quantity of coal was lost by the drifting sands. A fence will be required to prevent the sand from drifting over the grass plot around the building. On 2nd May 100 tons of coals were landed.

BON PORTAGE.

Inspected on 19th June, and 617 gallons of oil delivered. The improvements to the road at this Station referred to in my last Report have been done, and are as follows:— The road is about 4,000 feet in length from lighthouse to landing on east side of the Island, and at three places there are swamps each about 100 feet in length. The swamps have been bridged by cross timbers laid on a filling of brush and three longitudinal string pieces have been laid on and covered with cross timber flattened at top. Proper water courses have been made underneath where necessary to permit the drainage to pass. Stumps have been removed and the road ditched by a depth of 2 feet on each side; the width of the road is about 12 feet, it is rounded on top and made firm for traffic.

STODDART'S ISLAND.

Inspected on 19th June, and 197 gallons of oil delivered. Nothing particular required at this Station.

PUBNICO.

Inspected on 7th March, and again on 9th July; sufficient oil on hand. The protection work at the beach has been done, and nothing more required at present at this Station.

ARGYLE.

Inspected on 8th March, and sufficient oil on hand. Some small repairs are required.

FISH ISLAND.

Inspected on 8th March, and 145 gallons of oil delivered. Premises are in good order.

SEAL ISLAND LIGHT AND FOG-WHISTLE.

Inspected on 20th June, and 384 gallons of oil delivered. Lighthouse and premises in good order.

On 17th June the "Newfield" landed 150 tons coal, there being on hand at that date about 36 tons from last supply. The floor of the whistle-house which was said to be decaying was examined and found sound. The frame is weak and the floor shakes. That part in which the engine and pump stands is shored up by wooden supports from bottom of tank; the tank underlies about one half the building.

The boiler which was repaired last season is in good enough condition to run through the winter but another should be in readiness to replace it by the 1st of June, 1879. When the boiler is removed the floor should be taken up, thoroughly examined, strengthened, and made firm, the tank examined, and a proper foundation for boiler and engine built up from hard bottom.

The brick work of chimney has been taken down to roof, and is properly lead flushed and rebuilt for a distance of 2 feet in cement. A new blacksmith's shop has been built, costing \$60, 14 x 21 feet and 8 feet post. A saddle back has been placed on whistle-house and the smoke pipe lengthened 10 feet.

The roof of whistle-house has been painted with iron clad paint and sides of dwelling and engine-house with usual colors. Arrangements have also been made for the construction of a tramway from the landing to a safe place on the bank, which will greatly facilitate the landing of coal.

YARMOUTH LIGHT AND FOG-WHISTLE.

Extensive repairs and improvements have been made at this Station during the year. A brick cistern has been built in the cellar of the dwelling-house, capable of holding about 1,600 gallons of water. Also a shed 82 feet long by 10 feet wide and 9 feet post, for a covered way from dwelling to lighthouse, the roof to be used as a water shed and connected by spouting with the tank.

The damage to the roof of the whistle-house, caused by the storm of the winter of 1877, has been repaired, a partition has been placed in the house and the necessary water courses and spouting made to save the water from the roof of the buildings and conduct it into the tanks. The brick pier under end of boiler has been repaired and repainted. Messrs. Burrill & Johnson were authorized to make the following repairs to the fog-alarm:—

To remove 73 tubes from the boiler from time to time so as not to interfere with the sounding of the whistle, and replace them with iron tubes instead of brass; to put soft patches on the logs of the boiler, to put a piece of felt 9 feet square and the same quantity of canvas to cover the top of the whistle pipe, and to felt the boiler.

A new boiler will be required at this Station, and should be ready to be placed in position on 1st June, 1880.

The water supply is very precarious, and has sometimes to be hauled at considerable expense. It is proposed next year to carry out the suggestions made in my last Report to insure a constant supply of water for the boiler. When the new boiler is placed a better foundation should be made and the tank made tight. A new boat has been supplied. Inspected several times. 150 tons of coal landed on the 20th June, and 399 gallons of oil delivered.

YARMOUTH BEACON.

Inspected on 21st June, and 196 gallons of oil supplied. The sheathing of the beacon which had been destroyed by worms has been repaired from the bottom upwards about seven feet. The worm-eaten part has been cut off at 8 and 12 feet from the bottom so as to break joints, and have been replaced with 2-inch hardwood sheathing and fastened with hackmatack treenails.

CAPE ST. MARY'S.

Inspected on 22nd June, and supplied with 576 gallons of oil. The keeper has been authorized to build an oil store at this Station 14 x 18 feet.

METEGHAN.

Inspected on 22nd June, and supplied with 140 gallons of oil. The beacon was painted this summer.

CHURCH POINT.

Inspected on 22nd June, and 243 gallons of oil supplied. Mr. I. Hillaire Saulneir took charge of this light as keeper on the 16th August, 1878, in place of Mr. J. McLaughlin, resigned.

SISSIBOO.

Inspected on 21st June, and 144 gallons of oil supplied. The building was painted during the summer.

WESTPORT.

Inspected on 22nd July, and 150 gallons of oil supplied. The keeper has been authorized to supply himself with a boat.

BRIER ISLAND LIGHT AND FOG-WHISTLE.

Inspected on 22nd June, and 598 gallons of oil delivered. The lighthouse was found in better order, and shewed evidence of greater attention than when visited last year. The seeming want of care, then noticed, was in a great measure due to the keeper's time being occupied in getting the water into the tank at the fog-whistle, and the confusion arising from this, and working through night during a long foggy season. The water had to be hauled at all hours during a long period. An excavation capable of holding 16,000 gallons has been made to receive the water from the drain which was made last year. This and the brick reservoir contained, on 2nd July, 30,300 gallons of water, which has proved sufficient for the dry season, and the necessity of hauling water, at a considerable annual expense, has been avoided.

The keeper has been supplied with spare boiler tubes, pipe joints, stay bolts, tap bits, boiler plate, &c., with which he will be able to make temporary repairs when required. A coal shed has been authorized, and will be built at this Station, and 150 tons of coal delivered.

BOAR'S HEAD.

Inspected on 4th July, and 393 gallons of oil delivered. Next season the foundation will require pointing, the foundation of porch rebuilding, and the roof of oil store reshingled. The building was painted in fall of 1877.

DIGBY LIGHT AND FOG-WHISTLE.

Inspected on 5th July, and 453 gallons of oil supplied.

The light, tower and premises are in good order. The water supply for the fog-whistle ran very short, so that but one day's supply was on hand on 6th July. Improved arrangements are necessary. The present tank at the side of the hill is not large enough and does not hold water. A dam may be made on the side of the hill above to bring the small streams running down the hill to a point where they may be collected, and let through a pipe to the reservoir below. A reservoir of greater capacity is also required. A coal shed capable of holding 100 tons of coal is also necessary. 150 tons of coal were delivered on the

The Superintendent suggests that a crane should be built in the cliff to the northward of the whistle, which could be worked by a horse to hoist coal and stores, or by steam by placing a winch barrel and gear in the whistle-house, and leading the purchase to it a distance of 200 feet.

PORT WILLIAMS.

Inspected on 9th July, and 101 gallons of oil delivered. Premises in good order.

MARGARETVILLE.

Inspected on 9th July, and 97 gallons of oil delivered. An iron shelf has been supplied to take the place of a rough wooden one, and give more room in the lantern. Also a zinc protection to lamps. A new revolving ventilator cowl has been furnished. An additional lamp has been placed in the lantern. The underpinning has been rebuilt in mortar. The keeper was authorized to have a paint locker and a coal bin built. The lamps now in use are too high for the low ceiling, and will be replaced by lower ones.

BLACK ROCK.

Inspected on 10th July, and 152 gallons of oil supplied. The keeper was authorized to build a small oil store 16 x 12 feet, and 7 feet post. The oil has heretofore been kept in the barn with cattle and hay.

PARRSBORO'.

Inspected on 17th July, and 246 gallons of oil supplied. The oil store adjoins the dwelling and the barn the oil store; all the buildings are thus *en bloc*. The barn and oil store are poorly constructed, and in bad repair; the expense of putting them in order would be almost equal to building them new. The oil store should be separated from the house and barn.

A water tank is much needed here, and a boat is also needed, as the keeper has to boat wood and supplies and the present boat is old. The lighthouse was painted during the year.

HORTON BLUFF.

Inspected on July 17th, and 100 gallons of oil delivered. This Station is in good order. All the lamps have been renewed.

WALTON.

Inspected on July 18th, and 201 gallons of oil delivered. The iron floor has been lifted and cemented beneath, and lightroom ceiling repainted; also a store locker built.

BURNT COAT.

Inspected on July 18th, and 247 gallons of oil delivered. The store and buildings require more attention. The lamps were clean.

Some repairs were made to corners of foundation of house, glazing &c. The keeper is to put lantern in better order for next season.

Water cannot be obtained from a well at this Station, and should a resident keeper be appointed a cistern will be required with spouting.

APPLE RIVER.

Inspected on July 19th, and 150 gallons oil of delivered. Lamps and buildings in good order. Southern side of tower has been stripped of wood sheathing and covered with tarred paper and canvas and a few other minor repairs made.

SPENCER'S POINT

Not reached by steamer. Stores supplied by rail and express. In good order. Furnished with new ladders, &c.

CAPE D'OR FOG ALARM

Was inspected on 3rd May and during the 12th and 16th July, when 150 tons of coal were landed on the beach at Horse Shoe Cove, also 48 gallons of oil. During a storm in the autumn of 1877 the keeper's boat was destroyed and the tramway used for hauling up the coals which was brought from the Cove in a scow, was nearly entirely swept away. It then became necessary to provide means of getting the coal to the whistle, other than those formerly used.

A part of road from the Station to Horse Shoe Cove has been built, extending from whistle-house by the side of the cliff to the level of the high ground at the Cape. The coals will be hauled during the winter from Horse Shoe Cove. A shed has been erected at the Cove, with an inclined roadway from the level of the beach from either side. The water tanks have been connected with pipes. A small building for forge at Station and outer doors to whistle house have been built.

The Superintendent recommends the road from Station to Horse Shoe Cove be completed next season, say July and August when the weather is dry.

A new crank shaft and driving wheel have been supplied to replace those broken; other minor repairs have been made by Engineer.

The whole establishment is in good order. A plentiful supply of water is provided and the whistle is most effective.

BARRINGTON LIGHT-VESSEL

Was inspected on the 18th June, and 95 gallons of oil delivered. The keeper having represented that the oil did not suit the lamps used in the small dioptric light which is shewn from this vessel, was subsequently supplied with 100 gallons of safety oil.

ISLE AU HAUT LIGHTHOUSE.

The light at this Station is not yet put in operation, the buildings not being completed. They are however sufficiently advanced to have the light exhibited whenever it may be considered well to do so. The interval of revolution has been altered from that originally contemplated. It will be a revolving white light, shewing its greatest brilliancy once every thirty seconds. The light will be 375 feet above high water; and the height of the tower is 56 feet from base to vane.

The contract for the building was \$3,700 and Capt. Nelson Card was appointed keeper at \$500 per annum. He took charge on 20th November, 1877.

The keeper has constructed a road from the beach to the lighthouse about one mile in length, on a grade which will permit of stores, &c. being hauled to the Station. An oil store 16 x 12 feet is being constructed. 791 gallons of oil were delivered on the 11th July. The Island is covered with birch and fir—the timber being of little or no value except for firewood. The light is visible all around the horizon. There is about one and a half acres of cleared land round the lighthouse on which the keeper has planted crops,—and a considerable quantity of land at the west end can be made available for the same purpose. The keeper was furnished with a centre-board boat, 17½ feet keel.

The light will probably be exhibited on 1st January, 1879.

GEORGE'S ISLAND.

Inspected several times during the year, and 244 gallons of oil supplied. Some repairs have been done at this Station, which is now in good order.

MEAGHER'S BEACH.

Inspected several times during the year, and supplied with 481 gallons of oil. The protection work of piles with stone filling has stood very well.

DEVIL'S ISLAND.

Inspected on 8th October, and supplied with 1,011 gallons of oil. A new lantern is much required in the old tower at this Station. It should be the same size as the one in the new tower, viz. 9½ feet in diameter, and should exhibit a light of equal power. At present numerous complaints are made that the new light, being visible at a much greater distance than the old one, is liable to be mistaken for Sambre. It is impossible with the present old and small lantern to show light of sufficient brilliancy.

EGG ISLAND.

Inspected at various times, and 539 gallons of oil supplied. A new lantern and lighting apparatus was placed at this Station. The old lantern 7½ feet in diameter was much too small for so important a coast light, and the lighting apparatus consisting of a lamp and 12-inch reflectors too feeble. The new lantern is of iron, 10½ feet in diameter, having 12 sides glazed with plate glass. The light is shown by means of six large Silber burner lamps with 21 x 13½ inch reflectors and constant level reservoirs. They are arranged in two sets of three lamps each, one set being supplied with ruby shades to show a red face.

The light is a revolving red and white, showing each face at its greatest brilliancy once in every minute. There are two spare reservoirs and six spare burners on hand. The light has been very much improved by the substitution of the large lantern and lamps, and is said to be very brilliant.

Very considerable repairs were made at this Station. The old slip had been nearly all swept away by a heavy gale. A new one was built of timber bolted to the rock and cross pieces bolted to the stringers. It is 163 feet long. The foundation of the dwelling-house was pointed with cement, and the building secured with stays. The tank which holds about 650 gallons of water was cemented and made tight, and the chimney pointed with cement. The windows were changed from the south side, where they were exposed to the strong gales from the south east, and placed on the north side. They are now tight, whereas before they were continually leaking. The old windows were covered in and shingled over.

A new and enlarged deck was built for the lantern and a new rail placed round it. Strong double doors were made for the porch and the boat house repaired.

POPE'S HARBOUR.

Inspected on 15th September, and 758 gallons of oil delivered. The light at this Station was put in operation in September, 1877, and is well kept, the buildings clean and neat, and the lamps and lantern well attended to. Water boats in under the lantern in strong winds owing to the lead flushing not being carried up far enough. There are also some small leaks in the joints of the lantern. These the keeper will try to make tight. There is a leak about the lead flushing of chimney. Rain beats through south side of tower and the plaster is being loosened by wet. The foundation, especially on seaward side, requires pointing with cement.

BEAVER ISLAND.

Inspected on 14th September, and 960 gallons of oil delivered. The light is well attended and the lantern, lighting apparatus and revolving clock are in good order, except that the bolt of the pall had given out—a new one was made. The pall is not securely fastened by means of a ½-inch screw-bolt—the bolt should go through the wheel and screw up with a nut.

The lighthouse has been painted and outside weather sashes put on. A capstan and tackle for hauling boats has been supplied, also plank and boards for some repairs required to the steps and platform about the lighthouse door and barn. The keeper does the work.

LISCOMB.

Inspected on 14th September, and 483 gallons of oil supplied. The building and premises, lantern, lamps and revolving machinery are in good order. Part of the canvas covering of lantern deck which had been torn away has been renewed, materials having been sent for that purpose.

COUNTRY HARBOUR.

Inspected on 13th September, and 1,197 gallons of oil supplied. The light and buildings are well attended to. The lighting apparatus was found to be very leaky, especially about the couplings, the leakage from all sources amounting to about one gallon in 24 hours, the oil being turned off from the fountains during the day. The couplings were defective, one having a hole through the brass-casting. A temporary apparatus will be supplied, the original one having been brought hore to be made good.

Water beats through the sides of the tower in storms, the plaster being injured by the wet, and the building rocks a good deal during high winds. Three sides of the foundation wall requires rebuilding—one side has been already built. The keeper reports that the boat belonging to the Station was destroyed by a gale—the one in use at present is his own property. A suitable boat should be supplied.

ISAAC'S HARBOUR.

Inspected on 13th September, and 480 gallons of oil supplied. The oil and stores had to be landed at the harbour as it was too rough to land them at the lighthouse. The keeper has been authorized to remove, by blasting, some large rocks that are obstructing the landing. A road from the landing to the oil store is required and should be made next June.

FOR BAY.

Inspected on 12th September, and 768 gallons of oil delivered. The lighting apparatus was clean, except the lamps, which were leaky, and two spare ones which seemed to have been used for house purposes, and were not well cared for. The lantern was beginning to rust inside; the keeper was instructed to scrape off the rust and paint with red lead. A new set of hinges was provided for lantern door. The hinges on many of the lantern doors became stiff and worked hard after exposure to the weather. It seems they are made to fit rather tightly, and some have an iron pin rivetted in. It would perhaps be better if they were fitted with a little more play, and with a metal pin, so that it might be removed and cleaned occasionally. The doors of almost all the lanterns are warped and bent by pressure used in opening and shutting, because of the stiffness of the hinges, and water beats into the lantern in consequence. Glass has been furnished to replace four panes broken in lantern. Three oil tanks which were leaky, and the lamps mentioned above, were ordered to be repaired at For Bay.

There is no convenient landing at this Station; it is an exposed place, and the water in general very rough, there is therefore great difficulty in landing stores, and the keeper cannot keep his boat at the Station. A crane with hoisting gear and staying across the rocks at a steep rock just outside the lighthouse would be of great service. This work, with the assistance of the keeper, should not cost over \$60. It should be done early next year.

WHITE HEAD.

Inspected on 12th September, and 380 gallons of oil supplied. The driving-wheel of the revolving apparatus was broken at the set screw. A new wheel has been provided. Spare reflectors should be sent to this Station.

The keeper has been authorized to open and clear the drain which was stopped. He wishes to have one of the iron frames in the landward side of the lantern replaced with glass so as to light the roadway which is very dark and rough. This alteration has been authorized. An improvement has been made to the landing by the building of a new abutment, lengthening it about 50 feet. The store has been reshingled and the roof of the boat-house, which was damaged by a storm last winter, has been repaired and new doors made. The road requires renewing, ditching &c., in some places where it is boggy.

CRANBERRY ISLAND LIGHT AND FOG-WHISTLE.

Inspected on 11th September, and 1,200 gallons of oil delivered and 40 gallons for fog-whistle. The whistle was not in operation for a short time in consequence of repairs being necessary to the boiler. A new boiler should be supplied to this Station, the present one can then be removed and repaired thoroughly. The tanks will not hold water, and when the supply from small ponds is exhausted, salt water is used.

The light tower and buildings remain in same condition as reported last year. The extensive repairs necessary at this Station will be commenced in the spring of 1879. A boat is required.

CANSO HARBOR.

Inspected on 11th September, and 338 gallons of oil supplied. The tower at this Station leaks under the dock and the plaster is being injured. The chimney should be built three feet higher to make it draw properly.

An addition to the dwelling of 13 feet in length with a porch is much needed. At present a single door opens into the main living room and makes it very uncomfortable in stormy weather.

GUYSBORO'.

Premises in good order. 204 gallons of oil delivered.

CAPE LE RONDE.

Inspected on 9th August, and 475 gallons of oil delivered. A well has been dug 12 feet deep, walled round with stone and a covering box provided. The lighting apparatus will have to be brought to Halifax to be put in order.

The burners do not fit properly in the reflectors and the lamps are leaky. Proper lamps will be substituted while these are being repaired.

OUETIQUE ISLAND.

Inspected on 9th August, and 143 gallons of oil delivered. The light house has been painted. There is a leak in the buildings where the roof of dwelling joins the tower. The keeper will try to stop it; lead flushing is required. The embankment, to protect the fresh water pond from the sea, has been completed; also the improvements to the road authorized last year.

PETIT DE GRAT.

Inspected on 9th August, and 478 gallons of oil delivered. The keeper was instructed to paint and clean the lantern both inside and outside, which had been allowed to become rusty and dirty. A small shed destroyed by the wind last year

should be replaced, and the clay bank requires protection against washing away. The Superintendent recommends the building of a rough wall or pile of stones, the lower stones up to a height of not less than three feet, to be not less than 400 lbs. weight; the lower gravel and small stones, such as would be washed away from beneath or loosened by action of the sea, are to be cleared out from the beach, where the base of the pile is to rest. The wall to be 190 feet long, about the seaward side of the Island, extending from a point about 8 feet to eastward of oil store and light-house, to the further end of bank. To be not less than 4 feet wide at bottom and about 3 feet at top, slanted against the bank, not less than 5 feet, in perpendicular height. The wall to be topped with a timber crib work about $2\frac{1}{2}$ feet high, of two tiers of horizontal logs, with cross binders about 8 feet apart, bolted or treenailed firmly together and ballasted with stone, the whole to be of an average height of 8 feet, built to conform to the height of bank, so as not to be more than $2\frac{1}{2}$ feet from the turf edge of bank at any point. This will cost probably about \$250, and should be built not later than next summer.

ARICHAT.

Inspected on 9th August, and 150 gallons of oil supplied. The lighthouse has been painted and water conductor placed over eaves. The repairs to foundation recommended in last years report will be done early next season.

CREIGHTON'S HEAD.

Inspected 9th August, and sufficient oil on hand. The building has been in a leaky state for some time, so that the keeper could not remain there at night without great discomfort. Shortly after it was completed it was blown down, and when re-erected the canvas covering of deck, lantern, &c., and the wood work around sashes and eaves, which were damaged, were used again and as the damaged material could not be fitted as neatly as was requisite to make tight work, there have been leaks. Repairs have been made as follows:—The lantern deck has been covered with new canvas and the eaves of tower repaired and made tight. The stay bolts lengthened, and put through the solid iron of plates (whereas before they were ragged bolts driven in the seams), and fastened with nuts on inside. The sides of lantern were reshingled and leaks stopped about sashes. The eaves of lantern were widened and made tight, roof recovered with canvas, and all new work repainted. The lathing and plastering injured was repaired.

JERSEYMAN'S ISLAND.

Inspected on 9th August, and 24 gallons of oil supplied. The building stands in need of considerable repairs, and attempts have been made to render it tight by means of patching improving, corner coverings, window cases, &c., but have been unsuccessful. The following work has been authorized:—The sides of the tower and roof of dwelling to be stripped, the boarding to be put in order and recovered with tarred paper, and good pine shingles. The building should then be painted.

S. Babin was appointed keeper on

SAND POINT.

Inspected on 10th of August, and 234 gallons of oil delivered. The woodshed has been reshingled, and all the buildings are now in good order and have been painted.

POINT TUPPER.

Inspected on 10th August, and 144 gallons of oil delivered. The iron lantern which was taken from Country Harbour as being too small will be placed at this Station instead of the present wooden window. This lantern has been put in good order, and when the transfer is made the building will receive some repairs necessary to make it tight. The cost will be about \$250.

NORTH CANO.

Inspected on 10th of August, and 337 gallons of oil supplied. Repairs have been made to foundation, and to the eaves of three sides of the house. Four new window sashes have been supplied. The east end of the house requires leading under the moulding of the eaves, for which material has been sent.

POMQUET ISLAND.

Inspected on 10th of August, and 95 gallons of oil supplied. Buildings in good order. Keeper was authorized to make proper stands for oil tanks, and to put in shelving and paint locker in oil store.

CAPE ST. GEORGE.

Inspected on 10th August, and 290 gallons of oil delivered. The following has been authorized at this Station:—An oil store to be built, and a small building over the walled enclosure which was built outside for a cellar. Lumber and nails have been ordered for a new kitchen floor. The cost of these improvements will be about \$225. The premises have been painted this autumn.

PICTOU ISLAND.

Inspected on 12th August, and 428 gallons of oil delivered. Buildings have been painted. A new floor has been put in cellar and in the porch. The oil store has been raised to clear the sills from the ground, and underpinned, and some minor repairs made. Two rooms in the dwelling-house have been papered.

PICTOU HARBOR.

Inspected on 12th August, and 381 gallons of oil supplied. Light tower and buildings have been painted. A water tank is much required at this Station, and spouting round house wants repairing. A wooden or iron tank 8 x 5 x 5 should be supplied. There is no foundation for brick.

CARRIBOO.

Inspected on 12th August, and 371 gallons of oil supplied. The buildings are in good condition. The timber crib and ballast protection to bank made last year, 60 feet long x 8 feet wide x 7 feet high, is a good substantial job. An additional 60 feet has been built this autumn.

AMET ISLAND.

Inspected on 12th August, and 287 gallons of oil delivered. The buildings are in good condition and have been painted during the season. The chimney requires pointing, and the lantern deck, which is covered with metal, is leaking. The metal should be removed next season and the dock covered with canvas. There are upon the Island a rough barn and a building put up for lodging contractor's men when building breakwater, also a temporary roof used as a cover for cement.

The barn and other frame buildings might be put in order and whitewashed and the other one be removed.

The breakwater round the Island should be attended to early next year, as for a considerable length the beach gravel has washed out from under the masonry.

MULLIN'S POINT.

Inspected on 12th August and 194 gallons of oil delivered. The upper range light is in the dwelling of keeper. He was authorized to build a partition to separate light from rest of house. The roof requires ventilation and a metal protection.

PUGWASH.

Inspected on 12th August and gallons of oil supplied. A stone protection has been built round the bank about 350 feet long by $3\frac{1}{2}$ feet high to protect the tank from ice and wash of the sea. A new and larger lantern is required at this Station. The top of present tower is 8 feet square, and will answer for a new lantern $7\frac{1}{2}$ feet in diameter.

When a new lantern is erected the roof of dwelling and sheathing of tower will have to be repaired.

The keeper, Mr. Rufus J. Bent, died in October, and Mr. Angus Beaton was appointed keeper at a salary of \$300 per annum.

GREEN ISLAND.

Inspected on 30th September, and 726 gallons of oil supplied.

Repairs to lantern sill and deck have been completed. The lighting apparatus which was removed for repairs last season having been put in good order, has been replaced.

Paint has been supplied for painting the buildings, and damage to landing will require repairs next season.

This is an excellent light, appears large and brilliant when first seen above the horizon at a distance of 12 miles in clear weather. In hazy or wet weather the red flash is not so bright as the white, and its range of visibility about one mile less.

PORT HOOD.

Inspected on 3rd October, and 247 gallons of oil delivered.

The porch has been re-shingled, and a metal inner roof to protect lamps from drip supplied. The buildings were painted in 1877, and fare in good order, and the light well attended.

The uncertain supply of water is a great discomfort to the keeper's family, and a water cistern is much required; a well is out of the question, the substratum being coal. An oil store is also required, the oil at present being stored in the cellar of the lighthouse.

MARGAREE.

Inspected on 3rd October, and 144 gallons of oil delivered.

The roof of lighthouse leaks, the plaster is much damaged throughout from water, and has fallen in many places. The chimney requires to be taken down to roof, properly lead flushed, and rebuilt a height of $4\frac{1}{2}$ feet. Cellar kitchen requires plastering. The roof should be stripped, covered with tarred paper or birch bark, and re-shingled with good pine shingles. Almost all the rooms require replastering. These repairs have been authorized for some time. A vessel by which material was shipped was cast away at Cheticamp. Shingles for repairs to oil store have been supplied.

The keeper of this Station, Mr. John McFarlane, has been rendered a cripple (from which he has suffered for the last two years) by an illness contracted through exposure and over exertion in most gallantly rescuing a man from death on the drift ice some time during the winter of 1876-7. As far as I have learned his bravery has never been acknowledged.

CHETICAMP.

Inspected on 4th October, and 427 gallons of oil delivered.

The south side of dwelling has been shingled and a fence made around the lighthouse. The cowl of lantern and some lamps have been repaired. A new regulator screw is being purchased for the revolving clock, and a metal floor for lantern.

The lighting apparatus is well attended to, and with the exception of damage caused by leakage of roof, the Station generally is in good order.

ST. PAUL'S FOG-ALARM.

Inspected October 5th, and supplied with 46 tons of coal and 48 gallons of oil and usual stores.

The boiler gave out in July, and was replaced by the spare one. Some alteration was made in the roof of the whistle-house where steam dome passed through, and repairs to piston, gland, stuffing box and governor. A new piston has been provided and will be sent by the first opportunity. The boiler now in use leaks in the leg below the front of the furnace. A new and larger one is required. Buildings require painting and part of the foundation of the whistle-house on the seaward side will require rebuilding.

A water cistern is required at dwelling-house. In winter time and in the dry season water has to be carried a long distance.

ST. PAUL'S WEST END LIGHT.

Inspected October 5th, and supplied with 240 gallons of oil. Lighting apparatus in good order and well attended. A number of reflecting mirrors are required for the upper and lower parts of the apparatus. Some of the panes of lantern glass are broken and should be replaced next season.

Repairs were made to dwelling last season and buildings painted, and the Station is now in good order.

ST. PAUL'S NORTH EAST LIGHT.

Inspected on 5th October, and 384 gallons of oil delivered. The light is well attended and in good order. A number of reflecting mirrors are required for the apparatus. The dwelling should be painted next season. A burner having four or more concentric wicks would improve the light.

CAPE NORTH.

Inspected on 8th October, and supplied with 336 gallons of oil. The Station is much exposed. Far removed from the nearest settlement and completely isolated by ice and snow during the greater part of the year.

The keeper is desirous of having enough land enclosed to enable him to keep a cow, also to have a small barn built.

An improvement to the landing by removing some of the largest rocks which obstruct it is much needed.

ST. ANN'S.

Inspected on 9th October, and supplied with 146 gallons of oil.

Some repairs have been made to doors and windows to keep out the weather, and the keeper has been instructed to keep the light in operation at all times when a vessel can enter the bay.

BIRD ROCK.

Inspected on 9th October, and 187 gallons of oil delivered.

The repairs to sills of lanterns reported as required last year, will be made next season. The lighthouse and dwelling were painted in 1877. This is an important coast light, and is kept in operation all winter. The lamps have been in use a long time and are much worn; a new lighting apparatus is also required. The lantern now in use is not sufficiently ventilated to allow of larger burners being used.

The frame of tower is sound, of octagon shape, 13ft. 2in. diameter at the plate.

A breakwater which filled a gap between two rocks so as to shelter the landing, was carried away by the sea last season. It should be rebuilt as it affords a shelter and enables a large number of fishermen to follow their avocation.

The light is well attended and shews well.

BLACK ROCK POINT.

Inspected on 9th October, and supplied with 149 gallons of oil.

The light is well attended and Station in good order. The lighthouse, from its situation, shape and color, is not easily distinguishable as a day mark. It has been thought advisable to paint it white and red. It is a square one-story building with hipped roof, the lantern being a three sided window on seaward side of roof. When painted the building will show as a white T or cross on a red ground.

The roadway has been extended further on to the beach to give it an easier ascent, and the lower part protected from the sea by a substantial lumber abutment ballasted.

The oil and larger stores are kept in a barn, full of straw above and half full of hay on same floor with stores. There is also a lean-to adjoining where cattle are kept. An oil store should be built.

CAPE GEORGE.

Inspected on 11th October, and supplied with 48 gallons of oil.

The oil fountains of lamps are leaky and there are no spare lamps. A temporary lighting apparatus will be ready for next season. The lamps now in use removed and put in order.

Part of the wood that obscures the light in the direction of St. Peter's Canal should be cut down.

A building to serve as boathouse and oil store is required, say 21 feet by 13 feet, and 7 feet post. The keeper wishes to have a small lot of land fenced, about half an acre in extent, surrounding the lighthouse, and have a well on it.

GRAND NARROWS.

Inspected on 11th October, and supplied with 50 gallons of oil.

Four broken panes of glass in the lantern have been replaced by new ones, and a new set of lamps for next season; also a metal protection to the wooden roof of lantern.

KIDSTON'S ISLAND.

Inspected on 10th October, and 337 gallons of oil delivered. The lamp shelf has been raised 6 inches to bring the burners into the centre of the lantern glass.

The lantern, &c., was not in very good condition, it appears to be too small to admit of attending the lamps to best advantage, as in this case lamps to show light at all points are placed at opposite sides of the lantern. The oil store recommended last year has not yet been built.

MCKENZIE'S POINT.

Inspected on 10th October, and 144 gallons of oil delivered. The light is well attended. Some defective lamps have been replaced by others. The upper part of the tower is in a leaky condition. Repairs will be made next season. A water cistern is required, as water has to be brought a distance of $1\frac{1}{2}$ miles in dry seasons from Boulardarie. An oil store and repairs to chimney are needed, and a new boat has been supplied.

POINT ACONI.

Inspected on 11th October, and supplied with 196 gallons of oil. The light is well attended, and buildings and stores kept in good order.

Repairs were made to glazing of lantern. The lantern deck has been recovered with canvas and lead flushing, painted and made tight, and a coal locker built, and the foundation repointed. The building was painted in April, 1878.

LOW POINT.

Inspected on 11th October and 473 gallons of oil delivered. The light is well attended.

Extensive repairs were made during the early part of this and the latter part of last season. The light from the new lantern was first shown on 13th July, and is of superior brilliancy to that formerly exhibited.

The buildings have been painted and the station is now in first rate order. The old lantern, lighting apparatus, &c., wereshipped to Halifax per steamship "Newfield."

SYDNEY HARBOUR.

Inspected on 14th October, and 388 gallons of oil delivered.

The circular burner, which was placed in the lantern last fall, took fire and was destroyed with the 20-inch reflector in which it was fitted. The keeper states that the wick tube was of uneven thickness, and that the flame communicates with the oil inside the tube where the wick was slack,—a 20-inch reflector with mammoth flat-wick burner will replace the one destroyed.

The wooden base of lantern and upper part of tower, are leaky and are being repaired.

LINGAN.

Inspected on 15th October, and 189 gallons of oil delivered. The light is well attended and the buildings and stores in good order.

The lighthouse was painted this season.

FLINT ISLAND.

Inspected on 15th October, and 287 gallons of oil delivered.

A good light is shewn from this Station, but the lighting apparatus and clock which have been a long time in use are getting much worn. A new lighting apparatus will be required. The sliding slip, for hauling boats to the top of cliff out of reach of the sea, has been much damaged during the past season, the lower part should be renewed. Purchase blocks and gear for hauling boats should also be provided. Repairs are needed to the foundation of lighthouse and a building is required for oil store and coal shed.

The excavation for cellar under the dwelling is but 12 feet square; a larger excavation should be made and a water cistern built. Water has to be carried from mainland in dry seasons a distance of 3 miles.

SCATTARIE.

Inspected on 16th October, and supplied with 342 gallons of oil. The light is well attended.

The arrangement of reflectors does not exhibit a light as advertised. At a distance of 7 miles the light is visible for 30 seconds, and eclipsed for one minute; as the distance of the observer from the light increases, the interval of darkness is lengthened and the time of light is shortened, and *vice versa* as the observer nears the light. The light is not of equal brilliancy while visible but increases and diminishes. It is a revolving light attaining the greatest brilliancy at intervals of $1\frac{1}{2}$ minute, the relative periods of light and darkness being governed by the distance from whence observed.

The foundation of lighthouse needs repairs, the mortar has crumbled away. The loose ballast inside the tower was moved in 1876, and the woodwork was found to be sound. Repairs have been made to shingling of kitchen roof, porches and door fastenings. The lighthouse has had two coats of paint and lantern three. The porches storehouse and sailor's accommodation were also painted. The lighthouse will require another coat next season to make it white, it having been blackened by the weather in consequence of its not having been painted for a number of years.

A well stocked medicine chest with good directions is a necessity at this Station, the present stock of medicines appears to be an accumulation from different wrecks, and is in such utter confusion as to be useless.

The signal gun at this Station is honeycombed so as to be unfit for use, and the wooden carriage is altogether rotten. Pending the establishment of a steam fog-alarm a serviceable gun and mounting with ammunition should be provided.

MAIN A DIEU.

Inspected on 16th October, and supplied with 292 gallons of oil.

A new lantern has been landed and carefully stored at this Station and a sett of new lamps will be provided from store. The work of erecting it should be commenced early next season. A new deck frame, &c., will be required and paint has been supplied to paint the buildings when the lantern is finished. The road has been improved. The light shown heretofore has been very inferior.

LOUISBURG.

Inspected on 17th October. A new lantern has been landed and carefully stored at this Station and a new lighting apparatus will be supplied from store. The lantern should be erected next season as early as the weather will permit.

The upper part of building should be put in good order, two sides of roof reshingled, and the metal covering removed from lantern deck and a covering of painted canvas substituted. The metal covering being leaky, outside windows are wanted. There is but a small place for cellar under the building, no excavation was made when the house was built. The oil is stored here, not leaving sufficient room for coals, vegetables &c. An oil store and set of tanks will be required; an outside cellar door and a small out building for closet. 576 gallons of oil were supplied.

An improvement to the landing is necessary; some rock should be removed by blasting and a slipway built. The barn requires new boarding and shingling. The condition of things is unsatisfactory, arising mainly from the dilapidated state of lantern and from want of proper store room for oil and the larger stores.

GUYON ISLAND.

Inspected on 22nd October, and supplied with 582 gallons of oil. The light is carefully attended; the stores and buildings in good order. Some of the lamp fountains are leaky and they will be put in order during the season. The chimneys supplied are not of uniform size. The reflectors are fitted rather tightly, each to a different chimney. This gives the keeper some trouble, but by careful selection he can manage to use all the chimneys supplied. The cellar drain requires deepening; as it is at present the water flows into the cellar instead of out of it, and the water in cellar freezes in winter.

SABLE ISLAND, EAST-END.

Inspected on 25th September and 28th October, and supplied with 670 gallons Astral oil.

The lighting apparatus, lantern, interior of building, stores &c., evidence excellent attention and are very creditable to the keeper.

The beauty of the lamps has been somewhat marred by the manner in which repairs have been executed, and the head of the three wick lamp has been placed so

that the wick tubes and chimney do not stand in line with the other parts of lamp. The wick tubes are burning thin at edges and becoming of uneven breadth, this makes the flame uneven. The edges of tubes are not protected by annular copper tips which could be renewed as at Sambro, they will soon require to be fitted with rings or cut down even.

Paints, oil, &c., were supplied for painting the lighthouse, together with the usual stores and lumber and other material for repair to buildings at the Station.

The keeper has one assistant. In addition to lighthouse duty they patrol each foggy day 9 miles to end of dry bar, going up one shore and returning by the other, 18 miles altogether.

The three-wick burner lamp consumes at the rate of 635 gallons of oil per annum, and the four-wick burner, 1000 gallons. The four-wick burner is used, except at times when the pump packing requires renewing; the three-wick burner is then substituted. On 28th October, copper stove pipes and about two tons of coal were landed for this Station.

The canvas covering of deck of lantern is rotten, broken all over and leaks badly. The railing will have to be raised to recover it. The canvas has probably been mildewed before it was put on.

It would be well in spring, when painters are sent to the Island, to send a carpenter also to work at both painting and such carpenter's jobs as may be required.

The buildings are kept moist by the warm vapour from the sand in hot weather; green mould is formed in the northern parts of the tower.

The white stripes are much discolored by rust of stove pipes and iron work as well as the mould, and as the stripes are probably not discernable by ships at any safe distance from the lighthouse, and there will always be a difficulty in keeping them white, it would be as well to keep the tower all brown.

SABLE ISLAND, WEST END.

Inspected on 25th September, and 1,536 gallons of oil landed. The lighting apparatus has been well attended, the top of lantern outside requires painting.

The light is a bright revolving light, makes a full revolution every 2 minutes, shewing three bright flashes each increasing and diminishing in 20 seconds, has a dark interval of one minute duration. Mr. Morrison, who had been in charge of the light since its establishment, was brought off with his family. The machinery of the fog-alarm with the exception of the boiler, was also brought away; the weather being too unfavorable for its removal, it was allowed to remain until a better opportunity offered. Two of the Island staff were put in temporary charge of the light under the supervision of the Superintendent.

Paints, oil and brushes were supplied for painting the lighthouse, which is much in need of it. The covering of buttresses is being blackened either by sap in the wood or mildew from want of ventilation between the cement of buttresses and the wood covering.

The cement plain surface about the base of the building is worn into holes in many places and requires renewing. The chimney of dwelling requires pointing.

The men at this Station patrol each foggy day one mile east of lighthouse and three miles west to the dry bar and return.

The boarding is gone from the sand fence surrounding the lighthouse lot, this should be renewed as the drifting of sand in high winds may cause much damage.

The Island was again visited October 28th. Landing could only be effected at the east end. Mr. Walter Henderson was landed to take charge of the West-end Light Station, accompanied by his wife and an assistant.

Copper pipes for the stoves and some coals were landed here to be conveyed to west end, first opportunity either by boat or by land.

NEW LIGHTS IN COURSE OF CONSTRUCTION OR PROPOSED TO BE ERECTED.

SHEET ROCK, ENTRANCE TO SHEET HARBOR, HALIFAX COUNTY.

A lighthouse is now being built at this place. It is intended to show a revolving red light visible all round the horizon. Full particulars will be supplied in next year's report.

PICTOU CUSTOM HOUSE.

A range light has been placed during last summer in the tower of the new Custom House, just above the railway station, in the Town of Pictou. It is a fixed white. The light is shewn by means of three argand gas-burners, each having 25 jets—two furnished with 15-inch reflectors, shews seaward, and one with a 12-inch reflector, shews across the harbor to southward.

The light bears W. $\frac{1}{4}$ N. from the harbor light, distant two miles, and is elevated 60 feet above high water, and has been seen 7 miles outside the bar in clear weather. In range with harbor light, bearing west, leads in the channel up to the bar.

The light is under charge of the keeper of the Custom House building.

KINGSPORT PIER.

Lat. $45^{\circ} 9' 30''$ N.; Long. $65^{\circ} 35' 00''$ W.

Small beacon light on end of pier. The frame of the beacon is 30 feet post, 7 feet square at bottom and 5 feet at top. Platform 6 feet 9 inches square, covered with canvas and fitted with a wooden railing. The lantern is of wood 4 feet square, fitted with revolving ventilator cowl, having a metal-lined floor, and lamp shelves lined with zinc.

The posts are fastened with knees to wood work of pier, the upper half of frame is boarded in, sheathed and floored, having a trap door, the lower half is open. The lantern is reached by a step-ladder inside the frame work, and the inclosed portion is painted white, the lower part brown.

The depth of water at head of pier at half tide is 10 feet and the beacon is 26 feet from base of frame at top of pier to vane.

The light is fixed white, shewn by means of one circular-burner lamp, with 20-inch reflectors and one A-burner lamp, with 12-inch reflector. It should be visible for about 9 miles, from N.E. by E, round to west, and is not visible northwardly of N.E. by E.

Half-tide rock, which lies with beacon, bearing miles distant, is bare at half tide. Mr. Thomas J. Phipps, living at head of pier, was placed in temporary charge until a keeper is appointed.

PEASE'S ISLAND.

Tenders have been asked for the erection of a lighthouse on Pease's Island, Yarmouth County. It is proposed to erect it on the south-east point of the Island, about 25 feet distant from the edge of the bank. This part of the Island is about 18 feet above high water. The ground is level and the soil about 4 feet deep on top of granite boulders. The best landing is at the north side, but boats can land at any point in ordinary weather.

It is proposed to make the light a red and white revolving, showing the brilliancy of each at an interval of 30 seconds. It should be visible ten miles from the deck of a vessel 10 feet above water outside of Gannet Ledge. The ledge will lie W. by S., southerly from the light.

The lower light to be a fixed white or red, to shew between the bearings of E. by S. $\frac{1}{2}$ S. and S.E. by S., or between the Old Woman and Old Man, Rocks, the channel between which this light is intended to mark, and should not be visible in any other direction. It should be seen 4 miles.

The revolving light will be obscured between the bearings of north-west and north from the light by higher land.

The seaward side of tower should face S.E., and the dwelling should be at the N.W. side.

WEDGE ISLAND.

Tenders have been asked for the erection of a lighthouse on Wedge Island, off the entrance to St. Mary's River, Guysboro County. A beacon was placed on this Island many years since, but it was destroyed and the Department decided to replace it with a light.

It is proposed to place the building on a prominent part of the Island, and to shew the light all round the horizon; the principle door to face the South or East, as may be deemed desirable. The Island is about $1\frac{1}{2}$ mile from the main land; the soil of clay, and about half an acre of grass.

THREE TOP ISLAND.

Tenders have been asked for the building of a lighthouse on Three Top Island, at the entrance of White Haven, Guysboro' County.

It is proposed to place the light on the south-east end of the Island, on the most favorable position for showing the light towards the western, southern and eastern passages.

RANGE LIGHTS, HARBOUR AU BOUCHE.

Tenders have been asked for the building of two square wooden towers to indicate the channel at the entrance of Harbour au Bouche, in the County of Antigonish. The towers are to be built on the side of the harbor opposite the entrance; the front one as near the beach as possible, the back one about 50 yards from it, to range with the channel over the bar.

LITTLE GLACE BAY, CAPE BRETON.

While in this neighbourhood the Superintendant of Lights was requested to examine into the matter of a light proposed at this place, and his report is as follows:—

The bay itself is not a harbour or roadstead except with off-shore winds. There are two artificial harbours, one the Little Glace Bay Coal Co's., the other the Caledonia Coal Co's.

Owing to the depression in the coal trade neither of these harbours are frequented by as large a number of vessels as formerly. Little Glace Bay Harbour on the western side of the bay is easiest of access, not being so much embayed as the Caledonia Co's. Harbour. The channels both have been dredged to a depth of about 17 feet. Little Glace Bay is frequently resorted to by the fishermen of the coast.

Lights on the piers would be of great assistance to vessels engaged in the coal trade and fisheries. Small craft wishing to anchor on dark nights often have to come too outside the bar, and send a man on shore with with a lantern to mark the end of the pier and enable them to keep in the channel.

There are two piers forming the harbour at Little Glace Bay running out from the shore in a north-easterly direction, converging towards the end. The entrance between the piers is about 150 feet wide. The southern pier extends out about 20 feet further than the other, and is 48 feet wide at the end, and the northern pier is 24 feet wide at end. They are both built of timber, ballasted in cribs of 24 feet across, and about 8 feet apart. The 17 foot channel dredged through the bar, extends out about 150 yards in a north-easterly direction, and further out widens and deepens into the bay. It is about 200 feet wide where it crosses the bar, and is so difficult to hit on a dark night, without a guiding light, that vessels do not attempt it except in fine weather and by day.

Range lights may be placed on the south pier to guide in the channel. I would recommend a small building, say 16 x 12 feet sills, 10 feet posts, with an upper floor 8 feet above the lower one, pitch roof, the gable end to stand at right angles to the direction of the channel—placed as far in as possible from the pier end, say about 150 feet, the light to be shewn from the upper floor, through glass three feet square, to range with a pole light on the end of the pier.

The pole light may be a steamship's dioptric mast-head light rigged in a similar fashion and illuminating an arc 225° , so fixed as to show from two points to eastward of line of channel round by north and west and light up the pier heads and harbour. The pole light should stand about 20 feet above the top of the pier.

The lights may be white, as house lights on the shore are far removed, and vessels do not ride at anchor in the bay. Also Langan Light, the next bay to westward, is red.

No heavy sea breaks at the pier heads as there is a bar 200 yards outside; the bay is shoal.

In the Company's charge the light might be maintained at a small charge. The pier itself is a sufficient day mark.

The cost, including illuminating apparatus (which can be supplied from store Halifax) will not probably exceed \$450.

BEACON LIGHT, COW BAY BREAKWATER.

Respecting this proposed light the Inspector reports:—

I think the establishment of such a light would be of assistance to navigation and commerce.

The bay is clear of dangers with the exception of a shoal off the Eastern Cape close in, and good shelter is afforded by the breakwater which is over 1,200 feet in length. Vessels may round the end of the breakwater from any point of approach and anchor under its lee or hang to it by a hawser during gales.

The accompanying sketch of head of breakwater and proposed light will explain: Tower 16 feet square at base, 22 feet post. Lower room 9 feet clear in height; upper room $4\frac{1}{2}$ feet clear. Middle room furnished for living room, upper for clock and small stores; one side of the building to face south-east. Door to be in north-west side. Tower room fitted with bench for oil tanks. Paint locker, with doors in one corner—coal locker in another.

Foundation of square timber dovetailed and bolted, and ballasted about $3\frac{1}{2}$ feet in height, or one foot above level of covered part of pier at western corner of building.

The most suitable position will be 24 feet north of head of pier and about 22 feet from west side, at a place being filled with ballast and not yet covered up.

The foundation at its eastern angle can be let in to the timber of the higher part of pier at that part.

Lantern, 7 feet diameter; glass not less than 60 inches high. Light, red fixed, with white flashing light, and to show fixed white up the bay, in the harbour and along the harbour side of piers. The lighting apparatus may be arranged from lamps, &c., in store.

The frame of building will require to be well secured, especially at the eastern angle. The siding at N.E. and S.E. sides up to the height of 9 feet, had better be of sheathing metal or canvas, as it will be much washed by sea in fall and winter.

The sea does not break over pier from the eastward so heavily as formerly, owing to the accumulation of beach stones at that side, but still a great quantity of water is thrown over in heavy gales.

POINT MICHAUD OR ST. ESPRIT.

Respecting a light on this part of the coast of Cape Breton, the Inspector reports.

What seems most wanted at present on this coast is a light, so situated that vessels approaching between the ranges of Green Island and Guyon Island Lights

may be warned and guided thereby. The Island St. Esprit more nearly divides the distance between the lights, and is the most prominent point available for a light.

There are no harbours except those used by boats and small craft between Gabarus and St. Peter's Bay. Fishing is carried on by a considerable number of people about Michaud, which is the most thickly settled locality west of Gabarus. A beacon light at Michaud would be of great assistance to fishermen, &c.

Vessels bound to eastward across St. Peter's channel, and from sea, bound into the Gut of Canso, frequently fall in too close, and some are lost there. As this occurs generally in thick weather with southerly winds, when a light could not be seen at a distance sufficient to admit of working off shore, I would suggest that an automatic buoy placed to southward of Cape Michaud, and far enough seaward to allow of its being heard to leeward in southerly winds, would be the best protection that could be provided for navigation at this part of the coast.

St. Esprit Island lies about $1\frac{1}{2}$ mile from the main, and contains about 11 acres of land. Its greatest length lies east and west. The highest part is the north side of east end, about 170 feet west from high water mark at the north-east point. The height is 32 feet. The highest part of west end is 26 feet, and sea point 29 feet.

The dangerous rock, the "Bad Neighbour," lies S.W. $\frac{1}{2}$ W. about $1\frac{1}{2}$ mile from the Island.

Ledges of volcanic rock underlie the Island exposed at the shores, and the rock is unfit for building purposes.

The soil to a depth of 20 feet at N.E. end is sandy loam mixed with small stones, with a topping of mould about one foot deep. Water might be obtained by means of a well, but as in storms a large quantity of salt spray is thrown up, the water will likely be brackish. I think a brick cistern to contain from 1,200 to 1,400 gallons of water would be required.

The light tower should be 40 feet post, with foundation about three feet above ground, where ground is highest. Seaward side of tower to face S.E., and dwelling of about two sides of tower to be at N.W. and N.E. sides. The light to be a quick-flashing white light, each about 5 seconds, and should not be visible between flashes, so as to distinguish it as distinctly as possible from White Head Light, which is visible between the flashes up to a distance of 10 miles.

The lantern should be 9 feet in diameter, and the light visible over 20 miles. The building should stand about 40 feet from the edge of the bank at N.E. part of the Island, and about 170 feet west from high water mark at the eastern end.

The buildings required will be : light tower, dwelling, wood-shed and oil-store 21 x 13 feet. A boat-house and skid-landing will also be required.

HUMANE ESTABLISHMENTS.

ST. PAUL'S ISLAND.

The provisions, clothing, boats, oars, and other supplies pertaining to this establishment were inspected and found in order.

The landing should be built in a substantial manner. The lower part has been destroyed by storms, and an expenditure of about \$300 will be required for this purpose.

There are no roads or pathways whereby wrecked materials or injured people may be conveyed from other points to the Station. Provision should be made for road making, so that in course of time a passable way may be established round the Island. The staff is not enough to carry on improvements. Three sets of rocket apparatus should be provided for use at the Stations ; the rocky shores of the Island are nearly perpendicular at all points, and shipwrecks are generally quite close to the cliffs. In such instances the rocket life saving apparatus is more useful than boats.

One of the horses sent last year, a fine mare, was lost this summer by being drowned in a small fresh-water lake. Her place was supplied by a horse taken by the Newfield from Sable Island, and landed at St. Paul's this autumn. Two horses are required for hoisting the coal in order to give due despatch to the ship.

The Superintendent reports the hay and clover seed, which he had sowed in various places some few years since, never came to anything; seed has again been sent for another trial to ascertain whether anything but the wild grass natural to the soil will grow. I was obliged to send hay from the main land for the cattle.

The Superintendent reports last winter and spring extremely mild, with very little frost or snow, and no very heavy gales. On the 31st day of January a schooner was seen passing close to the Island; she was the last up to 16th March, when the first fleet of sealers made their appearance.

The following wrecks have taken place on the Island since last report: On 5th May, 1878, the brig "Barbara," of Dublin, James McNeill, Master, from Limerick, bound to Miramichi, in ballast, was wrecked on the south-east part of the Island; the crew were all saved; the vessel was a total loss; some of the materials being saved by wreckers employed by the master. At the time of the disaster there was a thick fog, and Captain James McNeill states that he mistook the sound of the whistle for a ship's horn. The present blast of the whistle has a duration of five seconds, which is too short, and is about the time of a blast from a ship's fog-horn.

When a new and more efficient boiler is supplied I would recommend that the duration of the blasts and intervals between each should be altered; the present boiler does not make sufficient steam to effect this.

A complaint was made by Captain Thomas Quigley of the barque "Eva," of Belfast, that he could not hear the fog-whistle; that he made the Island on 1st May in thick fog, and was in the vicinity of the Island for about 24 hours. The Superintendent, Mr. Campbell, replies as follows:—

"On reference to my diary of that date I find there was no fog at all, wind was about S.S.E., cloudy, but no fog all day. A small fishing boat from Neel's Harbor, Cape Breton, commanded by Mr. Benjamin Warner, came off to this Island on Wednesday, 1st May last, with papers and letters for the staff, and he had no occasion to use his compass all the way over. There was also a small fishing craft from Newfoundland at the Island fishing, and the master says he could see Newfoundland shore (a distance of over 40 miles) in the morning of the 1st day of May, and that there was no fog at all.

"I am in a position to prove by competent witnesses, both on the Island and on Cape Breton and Newfoundland, that there was no fog on the 1st day of May last, and that the Island was visible during daylight at a distance of at least five miles, and the lights at night the same distance during the time stated in Captain Quigley's report, as being in the vicinity of the Island in thick and foggy weather. I am prepared, if called upon by the Department, to prove the above statement by oath."

SCATTERIE.

The clothing, provisions, &c., at the Station for humane purposes were inspected and found in order. The provisions are renewed from time to time to ensure their being good; the stock of clothing needs replenishing. Half a dozen cork jackets, and a mortar and rocket life saving apparatus should be supplied here.

The life-boat which has been a long time at this Station was taken to Halifax to be overhauled and a ship's life-boat left in her place. It was found the latter will not suit, being too heavy for the small number of men available on the Island. A lighter and more suitable boat should be provided.

SABLE ISLAND.

The farming operations for the year 1877 proved satisfactory. The quantity of potatoes and other vegetables raised was greater than the previous year. The potatoes were grown on new ground, and from seed raised on this Island during 1876.

Some tons more of hay were housed than last year. The cattle have been yarded in the new ground taken in at the several stations and plenty of compost made. The Superintendent states that cows do not seem to thrive at the west end of the Island.

The following table shows the vegetables raised during the year 1877 :—

Stations.	Bushels Potatoes.	Dozen Cabbages.	Bushels Beets.	Bushels Turnips.	Bushels Carrots.	Tons Hay.
Main	544	49	28	33	2	50
New	110	41	6	20	6	36
Foot Lake	84	19	6	15	2½	28
East End	245	33	6	20	6	46
West End						3
Total	983	142	46	88	16½	163

The following stock was killed during the year: 8 cattle, 2 calves, 19 pigs and 7 sheep, and there remained on hand 68 cattle, 13 pigs, 38 sheep and 24 trained horses. The buildings are in good repair; the old barn at main station has been repaired and supplied with new doors. New platforms were laid down round several of the buildings, and a large quantity of new fencing put up. The rocket apparatus is in good order.

A new wooden life-boat with metal air chambers which was built by the Department, was sent down this summer, and has proved very satisfactory. The other boats are in good condition. The cranberry crop was very good though somewhat injured by blight.

A small building was put up as a dairy at the foot of Lake Station, and materials sent down for a barn at the East end 31 x 31 feet—the frame was on the Island—and also for repairs of house.

One wreck has taken place on the Island since the last Report.

The Norwegian bark "Emma", Capt. Anderson, from London, bound to Philadelphia, in ballast, struck on the north-east wet bar on the 22nd August, about 14 miles from the lighthouse. She was reported to the Main Station at 10 a. m., and the Superintendent at once manned the life boat, and proceeded down to foot of lake. Owing to the heavy sea it was found impossible to launch the boat on the north side, so a smaller boat was taken from the lake and launched on the south side, though the sea was breaking heavily on the bars. This boat found Capt. Anderson, his wife and four men in a ship's boat, which could not have landed in consequence of the heavy surf on the beach. They were taken on board the Island boat, and as the sea was running too high, and the wind increasing, it was found impossible to put out to the vessel that night. In attempting to land, the boat was filled with water. Capt. Anderson reported that seven men were still on the wreck. Next morning the sea was very high, but a boat was launched which succeeded in reaching the wreck and bringing the men off.

The barque broke up very soon after, nothing of any consequence being saved. The Captain, wife and crew were brought off in the Government steamer and landed safely at Halifax on 28th September, 1878.

STEAMER "NEWFIELD."

The following is a summary of the work performed by the Government steamer "Newfield," under command of Captain J. N. Purdy, since my last report.

On the 8th November, 1877, hauled alongside the railway wharf at Pictou Landing and landed the cranberries, wrecked materials and passengers from Sable and St. Paul's Islands. 9th. Proceeded to Acadia Coal Co. wharf and took on board 396

tons of coal, also received the crew of the Government steamer "Lady Head" and their effects. On 11th, at 8.30, got under weigh. 12th, 10 a.m., passed Cape Gaspé. 13th. At noon lay by off Father Point and signalled for a pilot, but being unable to procure one, proceeded up the river. 5 p.m., spoke the Government steamer "Napoleon III," going down the river, and her commander kindly placed the services of his second officer at my disposal for river pilot. At noon on 14th, hauled alongside the Dominion Wharf at Quebec, commenced landing coal and completed landing 220 tons on 16th. 3 p.m., pilot came on board, and proceeded up the river to Montreal. On 17th hauled alongside the pier at Montreal, at Sir Hugh Allan's sheds, and prepared ship to receive cargo. Wm. Smith, Esq., Deputy Minister of Marine, visited and inspected the ship. Midnight of Sunday 19th, commenced receiving cargo, working day and night, and completing the same at 3 p.m. of 21st; also took on board a quantity of lighthouse materials, to be landed at Halifax and Pictou. At 3.30 p.m. cast loose from the wharf and proceeded down the river, and anchored for the night at 7 p.m., near Sorel. Under weigh at daylight of 22nd, and at 4 p.m. arrived at Quebec and hauled alongside the Dominion Wharf and commenced taking in cargo for the Paris Exposition, finishing at 11 p.m. 23rd. Employed taking on board a number of anchors and chains for the Department at Halifax. 6 a.m. of 24th got under way and proceeded down the river, anchoring at dark near the Brandy Pots, the buoys being all taken up for the season, making it unsafe to proceed at night. 3 a.m., 25th, got under weigh and 10 a.m. landed the pilot at Father Point. 26th, 10 a.m., passed Gaspé and arrived at Pictou on 27th. Hauled to the Railway wharf on 28th and landed the materials for Prince Edward Island, &c., and took on board a quantity of goods for the Exposition; also proceeded to the Acadie Coal Co. Wharf and received 96 tons of coal. 29. Proceeded to sea and came to anchor at Port Hawkesbury at 4 p.m., a violent gale from south east prevailing. 11 p.m. gale increasing paid away second anchor. At 9 a.m. on the following morning the wind abating got under way and arrived in Halifax on 1st December and hauled to the Government Wharf and landed the stores for the Department. December 3rd commenced taking cargo from the after-hatch, it being necessary to restow the ship to enable her to carry all the goods from the Lower Provinces, intended for the Exposition. Remained in Halifax receiving the New Brunswick and Prince Edward Island goods, and restowing the ship and making other preparations for a winter passage across the Atlantic, until 17th December, then proceeded to sea.

Experienced moderate weather with the exception of a heavy gale from the eastward on 20th and 21st December. 29th, at 10 p.m. made Bell of Portland lights. 30th, received a pilot, and docked ship in Port of Havre, at 4 p.m.

1st January, 1878, received orders from the Minister of Marine, per cable, to proceed to Rouen to discharge. 2nd, proceeded up the River Seine, the vessel in charge of a Government pilot, and arrived at Rouen at 4 p.m., and moored alongside of the quay. 3rd, the Port Wardens having previously examined the hatches, and pronouncing everything satisfactory, began discharging the goods into lighters to be conveyed to Paris. 11th, completed discharging, it being all landed in good condition.

Remained in Rouen taking in coal, and endeavouring to secure a return freight to America, until 22nd, but nothing offering, received (23rd) a despatch from the Minister of Marine, ordering the ship's return to Halifax in ballast. 8 a.m. pilot came on board, and proceeded down the River Caumont pres la Bouille, arriving at 10 a.m., and prepared ship to receive ballast. Commenced ballasting but the weather being unfavorable and rainy, was unable to finish until the 28th, having received 375 tons. Being unable to procure coal at Caumont, and not deeming it prudent to return without a sufficient supply at this season of the year, went back to Rouen on 29th. Took in 62 tons additional coal, and thoroughly shoved off, and secured the ballast, filled fresh water, and obtained the necessary provisions.

February 2nd, at noon the pilot came aboard, cut loose and proceeded down the river, anchoring 12 miles below Nellegueir for the night; whilst coming down the river, a Government pilot being in charge, struck heavily against the bank, but

apparently received no injury, as the bottom was soft. 3rd, 10 a.m., the tide being suitable, got under way, and at noon landed the pilot at Havre, and proceeded on the voyage. 4th, signalized ship "Azaline," and Steamship "Para," and sighted St. Agnes and Bishop Rocks Lights, distant 9 miles. On 7th, at midnight, a heavy gale prevailing from S.S.E., with a high sea running, hauled ship's head to wind at easy speed. Following morning the weather moderating and clearing up, kept ship in her course till noon, when some of the boiler tubes having commenced to leak, drew the fires from the furnaces and plugged them. At 5 a.m. started the engines again at full speed. On 12th at 5 p.m., sighted a large bark rigged steamer, standing to the eastward, which fired a gun, sent up rockets, and hoisted signals, but as darkness was coming on could not make them out. Kept away for her, and a boat from the Allan Line steamship "Hibernian," 14 days out from Liverpool for Halifax, came alongside and reported they had broken their shaft four days previously. Lay by the steamer, and received her mails and 14 passengers, being all that could be accommodated. 8.30 p.m., kept ship on her course. Capt. Archer of the "Hibernian" required no further assistance, but would proceed back to Queenstown under canvas.

On 14th, during a heavy blow from W.N.W., at 7 p.m., shipped a sea forward which stoved in the fore- and main masts, and filled the decks with water, also damaging some stores and starting the bridge deck. On 17th, at 10.30 p.m., made Sambro's Light, and at 1.40 a.m. of 18th, hauled alongside the wharf at Halifax, and landed the mails and passengers.

Upon arrival at Halifax from Rouen, France, on the 18th February, was employed putting coal from hold into bunkers, scaling ship, landing chain, discharging ballast, &c., until the 1st of March, when part of crew were discharged, retaining only those necessary. Remained in Halifax fitting store rooms, chart room, scaling and cleaning ship, workmen also being employed repairing after ballast tanks, and engineers making the necessary repairs to machinery and steam wenchers.

On the 26th of March, W. M. Smith, Esq., Inspector of Steamboats, visited the ship, and inspected the boilers and machinery.

April 1st. Re-shipped crew and commenced getting the ship ready for sea; 13th, tested the after-ballast tank in presence of W. McDonald, Cunard & Co. Superintendent, and found it tight; 16th, commenced taking on board stores for Sable Island, bending sails, &c.; 17th, proceeded to Roche's wharf and took on board 80½ tons coal. On 18th, left for Sable Island, arriving at the East-end Light at 9 a.m. on the 19th, and landed the supplies for that Station.

Having taken on board the empty oil-cases, got under way, and proceeded to the main station, arriving at 3.45 p.m.; took on board some coal-bags and barrels of grease, and proceeded to the West End Station, having on board the Superintendent of the Island, a child and one man as passengers for Halifax. Landed a fine new life-boat at this Station, and arrived at West End Station at 6.30 p.m. Landed the oil and supplies for the light, and put them in a place of security, and left word for the teams to come up on the following day and convey them to the storehouse. A strong breeze springing up from the northward, causing a heavy surf, rendering it dangerous to remain any longer, and the night being very dark, got under way, and at 4 p.m. on the 20th, arrived at Halifax and berthed ship.

On the 21st and 22nd landed the stores from Sable Island and took on board a quantity of oil and stores for Cape Sable Light and Fog-whistle. At 9 a.m. of 23rd, got under way for Cape Sable, having a number of labourers on board to assist in landing coal. At 6 p.m. anchored inside the breakwater at Liverpool, and at 8 a.m. on the 24th, proceeded, and at 2 p.m. anchored in Shelburne Harbour, the fog being very thick. The fog still continuing, with strong easterly gales prevailing, rendered it impossible to land at Cape Sable; remained in Shelburne until the 2nd of May when the wind shifting to the north-west, got under way at 8 a.m. and anchored off Cape Sable and commenced landing the coal and supplies, although the sea was still breaking heavily on the beach. Finished on the 4th of May, having landed 111 tons.

On the 5th of May, at 8 a.m., got under way; 7 p.m., thick fog; slowed the engines. 6th, 8 a.m., fog lifting a little, put on full speed; at 10 a.m. heard Sambro Fog-whistle, being at that time about three miles southward of it, and by the sound was enabled to steer for the automatic buoy, and thence up the harbour, notwithstanding the dense fog; at noon hauled to the wharf and landed empty oil-casks from Cape Sable.

On 7th and 8th of May discharging ballast from fore hold and preparing vessel to go on the marine slip. On the 9th proceeded to slip at Dartmouth, but a strong gale prevailing, was unable to be hauled up. On the 10th, at 8 a.m. was hauled on slip for the purpose of cleaning and painting ship's bottom. On the 16th, at 7 a.m., was launched off slip, and proceeded to wharf and commenced taking on board lighthouse stores, bell buoy for Grimes' Shoal, lumber and a new lantern for Egg Island.

On 20th May, at 5 a.m., cast off from wharf and proceeded to Egg Island, having a number of carpenters and workmen on board to erect new lantern; 9.30 a.m., arrived at Egg Island, but the sea was too heavy to effect a landing, and returned to Halifax, arriving at 3 p.m., and landed the workmen and their effects. At 2 a.m. on the 21st, got under weigh for the eastward, and in passing Egg Island found too much sea on for landing; at 6 p.m. passed the Grimes Shoal, the sea breaking heavily all round it; could not place the buoy in position; kept on for Pictou; at 9 p.m. anchored in Port Hawkesbury; sailed next morning at 5 a.m., and arrived in Pictou at 1 p.m.

The berth being occupied could not haul to the wharf until 6 p.m.; 23rd and 24th taking on board coal from the Vale Coal and Iron Manufacturing Company; at 1 p.m., on 25th, having received 720 tons of coals, sailed at 2 p.m., and anchored at Port Hawkesbury at 9 p.m.

On 27th at 9 a.m. got under way and placed the Grimes buoy in position, east by south 400 yards from the shoal; thence proceeded to Roaring Bull Breaker, off Canso, and placed a spar buoy on south side of it in three fathoms, and anchored in White Head Harbor at 7 p.m.; 28th, sailed from White Head and landed at Egg Island, new lantern, stores and lumber, and arrived in Halifax at midnight.

On 29th, hauled to wharf and commenced landing coal; received orders to have ship fitted to receive two 40 pound Armstrong guns; workmen employed cutting ports and making the necessary alterations forward, till 10th June, when orders were received to take stores for the Bay of Fundy lights and fog whistles; took on board lighthouse stores and supplies, and also a new lantern for Machias Seal Island; 11th, proceeded to Richmond and took in 110 casks of oil, and returned to the wharf and took on board balance of lighthouse stores, and sailed on 12th; 8 p.m., thick fog, slowed engines; 13th, at 1 p.m., anchored at Seal Island and commenced landing the coal and supplies, and having completed on 17th landing 150 tons of coal, &c., sailed and anchored at Cape Forchu at noon, and commenced landing coal and supplies, and finished on 21st, after landing 150 tons of coal, &c., and supplies for the Yarmouth Beacon Light, got under way, and at 9 a.m. arrived in Westport, Brier Island, and commenced landing coal, finishing on 26th at noon, having landed 150 tons, also landed supplies for Brier and Westport lights, and also a spar buoy to be placed on a shoal in the centre of Grand Passage.

At 2 p.m. received orders to return to Yarmouth, the steamer "Glendon" having been run into and disabled, and take from her the bell buoys for Brazil Rock and John's Island Ledges, and place them in their positions; 3 p.m., got under way, and at 9 p.m. anchored at Yarmouth sound; on 27th, sent the crew up to Yarmouth to prepare the buoys and moorings; on 28th, 7 a.m., a tug boat brought the "Glendon" alongside, took the buoys and moorings on board from her and at 9 a.m. got under way; 2 p.m., anchored close to Brazil Rock, lost an anchor and chain (60 fathoms) by the officer in charge not properly attending to it; at 9 p.m. placed the bell buoy in position 200 yards S.S.W. from the rock in 20 fathoms of water; on 29th, thick and foggy. 10 a.m. under weigh, and anchored at 4 p.m.; 6 p.m. placed the bell buoy in position 2 miles west by south from John's Island Ledge to 19 fathoms; on 30th, weighed anchor and anchored in Glenwood's Passage at 11 a.m.

On 1st July at 9 a.m., took the spar buoy and moorings in the boats, and in company with the Superintendent of Lights, proceeded to place it in position in the south end of Pease's Island Ledge, and also to locate a site for the lighthouse about to be erected on Pease's Island ; 5 p.m., having completed the same, got under way, and at 7 anchored in Yarmouth Sound.

The lighthouse on Pease's Island will be very useful when completed, as it marks the southern entrance of the Passage, but another light is much needed for the northern entrance, to be placed on either Owl's Head, Candlebox, or Ellenwood's Isle, which would also be a guide to vessels bound for Little River and other harbours to the northward of Tusket Islands.

At 6 a.m. of 2nd, weighed anchor, and at 10 a.m. arrived at Westport, and proceeded to raise the spar buoy on the shoal in Grand Passage, it not being suitable, being too small, and covered at high water. Owing to the strength of the tide, a can buoy would be better adapted for this shoal ; on 3rd, dense fog so that the entrance of the passage could not be seen ; on 4th, at 3 p.m., the fog lifting, got under weigh, went to Boar's Head and landed the supplies for the light, proceeded on and anchored in Digby Basin at 9 p.m. ; on 5th, at 7 a.m., got under way and anchored off Littanney's Beach, and commenced landing coals, finishing on 9th at 8 a.m., 150 tons ; also landed oil and supplies for the Station ; also left a spar buoy and moorings in charge of the Harbour Master, to be placed on a ledge off Goat Island, Annapolis River ; 10 a.m., got under way, and at 1 p.m. anchored at Port William and landed the oil and supplies for the light. 2 p.m. proceeded and anchored off Margaretville ; at 3 landed oil and supplies, proceeded for Black Rock and landed oil and supplies ; 10th, thick fog ; 11th, 6 a.m. fog cleared away—got under way and anchored off the Isle au Haut at 8 a.m., and landed the supplies for the light in course of erection there. Also placed a spar buoy in the eddy for boats' moorings. The Superintendent visited the lighthouse and inspected the progress of the work. 3 p.m. under way for Cape D'Or, anchoring in Horse Shoe Cove at 4:30 p.m., and engaged teams to assist in landing coal. 12th to 16th, landing coal—150 tons, and 17th under weigh—anchored at Parrsboro' at 9 a.m., and landed supplies. Noon, sailed for Horton Bluff, arriving at 2.30 p.m., and landed supplies for the Station. 18th, at 11.30, got under way for Walton and landed oil and supplies. This Station can only be served at high water, slack tide, and then the vessel has to lay about two miles off. This is on account of the strong tides, and the distance for the boats to go and return to the ship occupies a great deal of time. At 4 p.m. got under way, and at 5 anchored at Burnt Coat and landed supplies. 19th weighed anchor and proceeded to Apple River Light Station, and landed the supplies for the light, and then proceeded and anchored in mouth of Memramcook River, and on following day commenced taking in coal from the Spring Hill Mines for the use of New Brunswick fog alarms.

Remained in Dorchester River, N.B., taking in coal until 31st July, when having completed loading 707 tons at 9:30 a.m., got under way, and anchored at Cape Enrage at 1 p.m., and began landing coal.

August 1st, finished landing 57 tons coal and got under way for Isle au Haut, and landed an additional quantity of oil. 2nd, sailed for Quaco, landed supplies for light, and then proceeded to St. John, arriving at 3 p.m.

August 5th, commenced discharging coal into scows for Partridge Island fog-alarm, also supplies. Finished on 6th, having discharged 150 tons. 7th, hauled into wharf and commenced taking on board supplies, lumber, &c., for the New Brunswick lights. On 9th, at 7 a.m., J. H. Harding, Esq., Agent for Marine and Fisheries, and W. M. Smith, Esq., Inspector of Steam boats, and a number of mechanics came on board, but owing to a dense fog prevailing did not get under way. 12th, 9 p.m., weather clearing, proceeded for Point Lepreaux and landed a quantity of lumber, thence to Bliss Island and Head Harbour, landing lumber at both places, and at 6 p.m. anchored off Machias Seal Island and landed passengers, and commenced discharging. Remained until 15th discharging lumber, coal (150 tons) &c., and then sailed for Grand Manan, arriving at Seal Cove at 4.30

p.m. A thick fog prevailed until 18th rendering it impossible to proceed, to Gannet Rock, on account of the dangerous navigation. On 19th fog lifted, sailed and anchored at Gannet Rock, and commenced landing lumber, but after landing two boat loads was obliged to desist on account of the heavy sea and narrowness of the only landing, which is here formed by a gulley between the rocks, through which the sea rushes with great violence. Weighed and anchored in Seal Cove at 5:30 p. m. 20th sea being too heavy to land at Gannet Rock, proceeded to North Head, and commenced landing coal; 6 p. m. got under way, and anchored in Flagg's Cove. 21st, proceeded at 6 a.m., lay by off Seal Cove and took on board people to assist in landing, and anchored off Gannet Rock, and commenced landing supplies and 15 tons coal, and proceeded for Seal Cove, anchored for the night and landed the labourers. On 22nd sailed for North Head and finished landing 117 tons coal. 23rd, got under weigh for Swallow Tail Light, landed supplies and 12 tons coal; proceeded to Southern Wolfe, landed supplies and 9 tons coal, and anchored in Bliss Harbour at 8 p. m. 24th, proceeded to the light, landed supplies and 2 tons coal, and then to Head Harbour, St. Andrew's Beacon, landing coal and supplies, and also sent the boats to St. Andrews with the supplies for the River lights, at Passamaquoddy, Marks and Spruce Points. 26th, proceeded to Midjic Bluff and Pea Point and landed supplies. The landing at the latter Station is very bad, and occupies much time, as it can only be done at high water; at noon anchored in Beaver Harbour, landed supplies, then proceeded to Thompson's Cove, Point Le Preaux, and landed 100 tons coal. 28th, having finished landing, proceeded to St. John, and landed return stores, &c.

A thick fog prevailed until 3rd September, when the fog lifting got under way at 6 a.m. Anchored near the entrance of Grand Passage, Briar Island. On heaving up anchor found it had broken short off just below the stock, probably caused by striking against a rock. At noon passed through the passage, anchored in Yarmouth Sound, at 4.15 p.m. On 4th, got under way for Halifax, arriving at 3.30 a.m., on 5th. Hauled into a berth at the wharf and began taking in coal. On 7th, Mr. McDonald, Superintending Engineer for Cunards, in company with the Chief Engineer, examined the ship's propellor, and reported that it was not in a safe and seaworthy state, and recommended that the ship should be placed upon the slip for further examination. On 10th the ship was placed on the marine slip at Dartmouth, and after a further examination by Mr. McDonald, had the propellor removed and the shaft taken out, and put in the lathe and turned off to be refitted. On 17th the refitting being completed, and the ship's bottom having been painted; at 10 a.m. hauled the ship off the slip, and towed to the wharf, and began taking on board lighthouse stores, coal, &c. On 19th, having received 90 tons coal, proceeded to oil store at Richmond, and took on board 150 barrels oil, returned to the Government wharf and took on board a quantity of lighthouse stores; also new lanterns for Louisburg and Mainadieu Light Stations. On 21st, Mr. Roche, Lighthouse Superintendent, being on board, proceeded to sea, and anchored in Sheet Harbour, at 4.20 p.m., when Mr. Roche located a site for the new lighthouse. On 22nd proceeded to White Head, and lay there until 25th; the weather being unfavorable for landing at Sable Island. On 26th, at 5.30 a.m., anchored off west end of Sable Island; landed stores; took on board a quantity of fog-whistle machinery, and also Mr. Morrison, Engineer, his family and effects; proceeded to the Main Station and took on board a quantity of wood, wrecked material, machinery, and a horse, and four women, two children, and two men. Also the Captain, wife, and crew, 10 in number, of the Norwegian Barque "Emma," from London for Philadelphia, which was wrecked on the East bar on 23rd July; then proceeded to the East-end Lighthouse and landed the stores and a quantity of lumber and shingles. On 27th at daylight, got under way and anchored in Halifax at midnight. 28th, hauled into the wharf and landed the stores and passengers. On 29th, got under way for Green Island, C. B.; arrived 30th, at 11 a.m.; landed oil stores, and took aboard a number of empty oil casks and some packages and sailed for Pictou, and anchored at midnight outside the bar.

On 1st October, proceeded to Vale Coal Company's wharf, and took on board 201½ tons coal, and proceeded to Port Hood and Margaree, and landed the supplies for those lighthouses. 4th, proceeded to Cheticamp, landed stores, and at 4 p.m., landed in Atlantic Cove, St. Paul's Island; landed supplies and 46 tons of coal. 6th, commenced to blow from south-east, and at 4 p.m., being unable on account of the sea to land any more, got under way, and at 11 p.m. anchored in the Harbour of North Sydney.

7th, landed the supplies at Ingonish Light, and on the 8th supplied Cape North Lighthouse, and anchored in St. Anne's Bay. On the 9th supplied the lighthouses at St. Anne's, Bird Island, Black Rock Point, and at 5 p.m. anchored at Kelly's Cove, Bras d'Or Lake. 10th, proceeded up the lake and supplied McKenzie's Point, and Kidston's Island Lighthouses. 11th, supplied Cape St. George and Grand Narrows Lighthouses, and anchored at Baddeck at 5 p.m. 12th, landed the stores at Point Aconi and Sow Point, and took on board the old lantern, and anchored for the night in North Sydney. 14th, landed the supplies for Sydney Bar Light, and also an iron can-buoy and received on board a quantity of supplies for Sable Island, and two male and two female passengers, and as some of the boiler tubes were leaking, had them attended to. 15th, got under weigh, and supplied Lingan and Flint Island Lighthouses, and anchored at Cow Bay. 16th, supplied Scatterie Lighthouse, and also landed 10 tons coal, and a new life-boat, and brought off the old one; landed the stores and a new lantern at Mainadieu Light, and anchored in Mira Bay for the night, the weather being thick. 17th, weather clearing a little, proceeded to Louisburg, and landed the supplies and new lantern, and brought off an iron can-buoy.

Remained in Louisburg, strong gales and thick weather prevailing until 22nd, when the weather moderating proceeded to Guyon Island; landed stores and 10 tons coal, and proceeded to St. Esprit Island, where the Superintendent landed to select a site for a lighthouse; sailed for Whitehead and arrived at 11.40 p.m.

Remained in Whitehead Harbour until the 27th, a succession of heavy gales preventing any attempt at a landing on Sable Island. At 5 p.m. on the 27th the weather moderating a little, started for Sable Island, and anchored at the main Station at 8 a.m. of the 28th; landed one boat load, but the sea being too heavy, got under way and went to the East End; landed passengers and four tons of coal and all the supplies except the cement, which could not be landed, as the boats filled on the beach on each trip. At 4.15 p.m. got under way for Pictou, and arrived at 5 p.m. of the 29th; hauled to the railway wharf at Pictou Landing, and landed the stores to be warehoused. 31st, proceeded to the Vale Coal Co. wharf, and commenced loading coal.

November 2nd. Having received on board 408 tons coal, also the engineer and second officer of the wrecked steamer "Venizea," as passengers for Quebec, and sailed. Had strong northerly gales and snowstorms during the passage. On the 4th, at midnight, took a pilot off Father Point, and at 11 a.m. on the 6th, hauled to the Queen's wharf at Quebec; landed the passengers and began discharging coal, finishing on the 12th, after discharging 652 tons; also took on board a quantity of anchors and chains for Prince Edward Island and New Brunswick. At midnight got under way for Pictou. 13th, 2 p.m., discharged the pilot below Bic Island; experienced during the remainder of the passage strong gales; at 5.30 p.m. on the 14th, during a severe gale, the ship being light, and labouring heavily, the port-waist boat was struck by a sea and destroyed. On the 15th the weather moderated, and arrived at Pictou. 3 p.m., hauled to the Railway wharf at Pictou Landing and took on board the stores landed previous to sailing for Quebec. 16th, landed the anchors and chains for the Department at Prince Edward Island, and placed them in charge of Mr. Cook to await orders, and, on the 18th, proceeded to the Vale Coal Co's wharf and commenced loading coal for Halifax.

STEAMERS "LADY HEAD" AND "GLENDON," UNDER THE COMMAND OF LIEUT. D. M. BROWNE, R.N.

SUMMARY OF PROCEEDINGS SINCE LAST REPORT.

The steamship "Lady Head" arrived at Halifax from the Gulf of St. Lawrence on the 8th November, 1877. Her officers and crew went home to Quebec, and the staff belonging to the "Glendon" were transferred to her on the 14th November. On the 20th November they returned for the day to the "Glendon," and placed the automatic buoy in position.

STEAMSHIP "LADY HEAD."

November 14th.—Having received officers and crew from "Glendon," left Halifax for Cross Island at daylight. Having arrived there commenced to take on board the old lighthouse lantern; anchored in Lunenburg Harbour for the night.

November 15th.—At daylight proceeded to Cross Island and took on board remainder of material, and also the workmen; returned to Halifax and arrived at the wharf in the evening; Captain Morin left for Quebec.

November 29th.—Vessel was placed on marine slip at Dartmouth for the purpose of having her bottom cleaned and painted, and a leak stopped in the side discharge; the vessel having been cleaned and coated with Rahtjen's patent composition was floated on the 5th December.

December 11th.—Proceeded to Roche's wharf and coaled ship.

December 12th.—Employed provisioning, and otherwise preparing for sea.

December 13th.—Received stores for Sable Island; weather stormy.

December 14th.—Received lighthouse stores for Sambro; still stormy.

December 15th.—At 9 a.m. left the wharf, proceeded to Sambro and landed stores; at 11 a.m. the engineer reported dome of boiler to be leaking; immediately returned to the wharf at Halifax, blew off the boiler and employed a boiler maker to make good the defect.

December 16th.—Weather unsettled.

December 17th.—Left Halifax at 9 a.m., and proceeded to the eastward; heavy swell from southward; wind from south-west with indications of snow; at 9.30 p.m. arrived at Whitehaven.

December 18th to 27th.—Detained at Whitehaven by strong, northerly winds which frequently blew with great force.

December 28th.—The wind falling at 8.30 a.m.; left Whitehaven for Sable Island and anchored off the main station at 5.15 p.m.; found a heavy surf on the beach. Landed mails and passengers, and afterwards stood off into the offing for the night.

December 29th.—Anchored off the main station at 7.30 a.m., and landed coal and stores; took on board cranberries; weather fine with light breeze from westward. At 5.30 p.m., left the Island for Halifax.

December 30th.—At 8.30 a.m. arrived at Halifax.

January 10th, 1878.—Coaled ship at Roache's wharf, and took a supply for Cranberry Island.

January 11th.—Provisioning ship and preparing for sea.

January 12th.—Storm from the south-east; received stores for Whitehaven Light.

January 13th.—Weather unsettled.

January 14th.—Left the wharf, Halifax, at 8.30 a.m., and proceeded to the eastward. At 2 p.m., in consequence of the threatening appearance of the weather bore up for Beaver Harbour and anchored there at 3.30 p.m. Wind freshened into a gale from south, with snow.

January 15th.—At 10 a.m. left Beaver Harbour for the eastward. There being a very heavy sea on, and the weather looking threatening, bore up for the Liscomb and arrived there at 3.30 p.m.

January 16th.—Remained at Liscomb. A very heavy sea running outside the harbour and the weather looking threatening.

January 17th.—Left Liscomb at 8 a.m., and arrived at Whitehaven at 1 p.m. Landed stores for the lighthouse. Wind from N.W., and weather severely cold.

January 18th.—Left Whitehaven at 8 a.m., and anchored inside Cranberry Island at 11. Commenced to land coal for the fog-whistle. At 4.30 p.m. went into Cape Canso Harbour for the night.

January 19th.—Wind light from the westward. At 7.30 proceeded to the Grimes Bell Buoy. At 9 made fast to the buoy and began to weigh the moorings. At 5.30 p.m. returned into Cape Canso Harbour with the buoy in tow.

January 20th.—Sunday. Remained in Cape Canso Harbour.

January 21st.—Hoisted the bell buoy in and stowed the mooring anchors. Raining in the afternoon.

January 22nd.—Blowing fresh from S.W., with rain.

January 23rd.—At 8 a.m. proceeded to Cranberry Island. Finding too much sea on for landing coal returned into harbour; p.m. rain and hail.

January 24th.—Thick with occasional snow. Heavy sea running.

January 25th.—The sea having gone down proceeded to Cranberry Island at 7.30 a.m., and landed coal. 1.30 p.m. weather becoming stormy returned into harbour. Total quantity landed about 25 tons.

January 26th.—At 7.30 a.m. left Cape Canso and proceeded to the westward. At 2 p.m. blowing from the S.E., and very thick, put into Beaver Harbour.

January 27th.—Wind fresh from S.W., and clear. Left Beaver Harbour at 9.30 a.m. Very high sea running. At 6.30 p.m. moored to the wharf at Halifax.

January 28th.—Landed the bell buoy and moorings.

January 31st.—Discharged the crew.

February 7th.—Changed the bell buoy at Sisters and afterwards took an engineer to Sambro' Island.

On the 21st February a survey was held on the machinery and boilers by Mr. Warner, Engineer of the "Newfield," and Mr. Morris, Engineer of the "Glendon," and the following repairs were recommended:—Scaling and cleaning out boiler; tube sheets, furnaces and uptake to be repaired; valve motion and gab rods to be repaired; and new brasses to be fitted to air pump. These repairs were commenced on the 19th March.

STEAMSHIP "GLEDON."

March 18th.—Shipped a crew and commenced to prepare vessel for buoy service.

March 19th.—Information was received that the bell buoy had broken adrift from the N.W. Ledge, off Brier Island. Crew employed overhauling mooring chains.

March 20th.—Engineer examining spare bell buoy and preparing it for N.W. Ledge. Crew bending sails.

March 21st.—Crew employed about buoy moorings.

March 22nd.—Received stores for Sambro' Island.

March 23rd.—Proceeded to Sambro' and landed lighthouse stores. Returned to wharf in the evening.

March 25th.—Received on board two can buoys and a spar buoy for Shelburne Harbour.

March 26th.—Hoisted in bell buoy and moorings. Weather thick.

March 27th.—At 11 a.m. left Halifax and proceeded to the westward; 3 p.m., coming on thick and squally bore up for St. Margaret's Bay, and at 5.30 anchored at Redman's Cove. Thick fog.

March 28th.—At 9.15 a.m., fog lifting, proceeded to the westward. In the afternoon thick fog with heavy showers of rain. At 6.50 anchored inside the break-water at Liverpool.

March 29th to 31st.—Detained at Liverpool with S.E. wind and heavy rain.

April 1st.—Weather clearing, at 6 a.m. proceeded to the westward; 3 p.m., went through Barrington Pass; 4.30 anchored in Stoddart's Cove. Overcast and threatening snow.

April 2nd.—Thick with snow till 10 a.m. At 11 proceeded to westward, passing between the Seal and Mud Islands. 3 p.m., finding that vessel made no head-way against the strong northerly wind bore up for Pubnico and anchored there at 5.30.

April 3rd.—Strong breeze from N.N.E. all day. Remained at Pubnico.

April 4th.—At 7 a.m. left Pubnico, and arrived at Yarmouth at 11.30. Wind from N. E. and threatening.

April 5th.—Left Yarmouth at daylight for Westport. At 7.45 passed the Trinity Ledge bell buoy. Found it to be in good order. At 10 anchored off Westport, Brier Island. Wind freshened into a strong N. E. gale, with heavy rain.

April 6th.—Blowing strong from N. E. Received on board the bell buoy, broken adrift from N. W. Ledge.

April 7th and 8th.—Detained at Westport. Blowing strong from the northward.

April 9th.—Light breeze from the northward. At 6 a.m. proceeded to N. W. Ledge and placed the buoy. At 5.30 p.m., arrived at Yarmouth. The Chief Engineer being sick with diphtheria, landed him for medical treatment.

April 10th.—At daylight left Yarmouth. At noon a dense fog rounded Cape Sable, by the sound of the fog-whistle. 5.30, fog lifting, proceeded into Shelburne Harbour, and anchored inside Sand Point.

April 11th.—At 8.30 a.m., commenced to place buoys in Shelburne; a red can buoy to the westward of Middle Shoal; a red can buoy off the west extreme of Sand Spit, and a black spar buoy off the east extreme of the Adamant Shoal. At 3 p.m. anchored off the town.

April 12th.—At daylight left Shelburne. At 7.30 when off the Bell Rock, observed that a barque, while working out off the harbour had missed stays and grounded on the rocks off N.E. bluff; immediately put back to her assistance. Wind fresh from S.E. Found barque to be the "Souvenir" of Yarmouth, N.S. Got hawser from her and went ahead full speed, hauling her off the rocks. Her forefoot and false keel being knocked away. She proceeded up the harbour. At 9 proceeded to the east. Found the spar buoy off the Bull Rock in position. A S.E. gale coming on, put into Port Hebert, and anchored inside Shingle Point.

April 13th.—At 8.30 left Port Hebert, and proceeded to the eastward; weather unsettled. At 5 p.m. a dense fog; at midnight rounded Sambro' by the sound of the fog-whistle; a dense fog over the Island.

April 14th.—At 5.30 a.m. moved to the wharf at Halifax.

April 15th.—Landed the bell buoy.

May 2nd.—Took on coal for Sambro' fog-whistle.

May 3rd.—Landed coal at Sambro'.

May 13th.—Landed coal at Sambro'. The weather between 3rd and 13th was stormy, causing too much sea on at the Island for landing.

May 15th.—Proceeded to Sambro' with Mr. H. W. Johnston, Agent, on board. Mr. Johnston landed, accompanied by Mr. Morris, Engineer, to inspect fog-whistle machinery. At 4 p.m., returned into harbour.

May 16th.—Placed the vessel on marine slip at Dartmouth to be cleaned and copper painted; Mosley's paint put on the starboard side, and Tarr & Wonson's on the port side.

May 20th.—Vessel taken off the slip. Artificers fitting a magazine and gun ports.

May 21st.—Fittings being made for two 40-pounder Armstrong guns.

May 22nd.—At 8 a.m. proceeded to Sambro with Mr. H. W. Johnston, Agent, and Mr. W. M. Smith, Steamboat Inspector, on board. 10 Officers landed and held investigation into the state of fog-whistle machinery. 5 p.m., left Sambro and proceeded into harbour.

May 29th.—Took on board coal for Sambro'.

June 1st.—Proceeded to Sambro' and landed coal.

June 8th.—Proceeded to Sambro' at 8 a.m., with the Lighthouse Superintendent on board. 10.30, Superintendent landed and placed an engineer in charge of the fog-whistle. At 1 p.m., proceeded into Sambro' Harbour, and procured information respecting the buoys required for that place. 5 p.m., returned to the wharf at Halifax.

June 10th.—Employed taking on board lighthouse stores for the western lights and material for Coffin Island.

June 11th.—Wind from eastward, thick with drizzling rain.

June 12th.—At 8.30 a.m. proceeded to Sambro' with Lighthouse Superintendent on board. 10.30, Superintendent landed and placed Mr. George Johnson, Engineer, in charge of the fog-whistle. 4, returned into harbour.

June 13th.—Left Halifax at 8.30 a.m. for the westward. At 1 p.m., landed stores at Sambro'. At 9 p.m., off LaHave; a dense fog. Stood off and on under easy steam during the night, fog being too thick to approach the land.

June 13th.—At 4 a.m., fog still very thick; stood in under easy steam. 6.30, anchored inside the breakwater at Liverpool; sent stores and building material to Coffin Island.

June 15th.—Wind from S.W.; a dense fog outside; heard from Captain Doane, of the steamship "Edgar Stuart," that the bell buoy off Brazil Rock was low in the water, and in a damaged state.

June 15th.—Fog all day.

June 17th.—At 4 a.m., left Liverpool for the westward. 6, landed supplies at Little Hope Island. 3.30 p.m., arrived at the Brazil Rock; commenced to unshackle the buoy and weigh the moorings. 8, anchored in Barrington Harbour with buoy in tow.

June 18th.—Thick fog and drizzling rain all day; sent supplies to Barrington Light Vessel; got the bell buoy on board.

June 19th.—Rain the early part of the day. At 11.15 a.m., proceeded to the westward through Barrington Pass, placing a red can-buoy on the Triangle Shoal. 1.30 p.m., landed supplies at Bon Portage; fog coming in from S.W. anchored in Stoddart's Cove.

June 20th.—At 4 a.m., proceeded to westward for Seal Island. At 6.10, Superintendent landed to inspect fog-whistle and lighthouse establishments. 8.45, proceeded for Yarmouth. 1.30 p.m., moored alongside Burrell Johnson's wharf at Yarmouth, and landed the Brazil buoy for repairs.

June 21st.—Received on board bell buoy for St. John's Ledge. 1.30 p.m., left Yarmouth and proceeded to the northward for St. Mary's Bay. At 9.30, anchored off Weymouth and landed lighthouse supplies.

June 22nd.—At 4.30 a.m., proceeded down St. Mary's Bay, supplying the lights at Church Point, Meteghan and Cape St. Mary. At 6.30, anchored off Battery Point, Yarmouth.

June 23rd.—Wind from S.E. fresh. At 6.20 a.m. the schooner "Emelia Sabin" came in from sea and struck ship on starboard broadside abreast the funnel, cutting the side down two streaks below the covering board, displacing boiler and doing other damage; in afternoon, S.E. storm.

June 24th.—Thick with drizzling rain; engineers and firemen clearing away broken gear. 3 p.m., taken in tow by tug boat and placed at Burrell Johnson's wharf, having received a telegram from the agent to place repairs in the hands of that firm.

From the 25th of June to the 5th of July, the vessel was under repair.

On the 28th of June the "Newfield" having arrived, engaged a tug boat to tow vessel into the Sound, and transferred the Brazil and St. John's Ledge bell buoys to her.

July 5th.—Mr. W. M. Smith, Steamboat Inspector, tested boiler after undergoing repairs, and reported everything correct. At 2 p.m., proceeded to Yarmouth Sound and landed Mr. Smith at the fog-whistle. 5.20, returned to the wharf.

8th.—At daylight left the wharf and proceeded to the anchorage inside Beacon Light; dense fog. 1 p.m., weather clearing, left Yarmouth and anchored inside the Fish Islands, Tusket River, at 6.10.

July 9th.—At 4 a.m., left Tusket River and proceeded to the southward; 9.50, supplied Argyle light; 11, landed supplies at Pubnico; a thick fog setting in, remained at anchor.

July 10th.—Lying in Pubnico Harbour; dense fog with rain.

July 11th.—At 6 a.m., left Pubnico; 8.30, communicated with Bon Portage Lighthouse; at noon, landed supplies at Baccaro; 4 p.m., supplied Cape Negro; 5.30, found too much sea on for supplying Shelburne Light proceeded into the harbor and anchored inside of McNutt Island.

July 12th.—At 4 a.m., proceeded to Shelburne Light and landed supplies; 7, left for the eastward; 10, communicated with Little Hope Lighthouse; 9.30, arrived at the wharf at Halifax.

July 13th.—Received on board a new lantern for Egg Island.

July 15th.—At daylight proceeded to Egg Island; landed the new lantern and took on board the old one; at 7 p.m., arrived at the wharf, Halifax.

July 20th.—Received on board a new lantern and building material for Hobson's Nose.

July 22nd.—Detained at the wharf; squally with rain.

July 23rd.—At 10 a.m., left for Hobson's Nose; at noon, passing inside Sambro'; weather thick and wind freshening from the westward; returned into Halifax Harbour.

July 24th.—At 6.30 a.m., left Halifax and arrived at Hobson's Nose at 6.30 p.m.; landed the lantern and building material; 4, proceeded for Halifax and arrived at the wharf at 9.45.

July 25th.—Left the wharf with Portuguese and Rockhead buoys on board, but found too much sea on outside for working at them.

July 26th.—Changed the Mars Rock buoy and raised and examined the moorings.

July 29th.—Raised and examined the moorings of automatic buoy, and changed the buoy, placing the one recently received; renewed 15 fathoms of chain of the Rockhead buoy moorings, and changed the buoy.

July 30th.—At 8.30 a.m., left the wharf with spar buoys for Sambro' Harbour; placed the buoys as follows: Three in the Inner Harbour, two on the west side of Cronie Reef, one off the S.E. extreme of Connor's Reef, and one to the southward of Crowley Rock; 8, arrived at the wharf, Halifax.

August 1st.—Took on board lighthouse oil and stores for stations on the S.E. coast of Cape Breton and Gulf of St. Lawrence.

August 2nd.—Storm from S.E.

August 3rd.—Taking on board lighthouse stores.

August 5th.—Thick fog a.m. with drizzle; at 4.30 p.m., left the wharf and proceeded to anchorage below George Island.

August 6th and 7th.—Blowing from eastward; thick fog outside.

August 8th.—Weather clearing at daylight; left for the eastward; fresh breeze from S.W.; 11 a.m., off Cape Canso.

August 9th.—At 1.50 a.m., anchored off Cape La Ronde in eight fathoms; at daylight landed supplies at the light; 8 a.m., proceeded to Ouetique Island and landed supplies; 3.10, left the Lennox Passage and supplied lights at Petit de Grat, Marache Point, Jerseyman Island, and Creighton's Head; anchored in Arichat Harbour for the night.

August 10th.—Thick fog in the morning ; at 7 a.m., proceeded for the Straits of Canso, and supplied during the day the lights at Sand Point, Point Tupper, Cape Jack, Pomquet and Cape George ; also landed at Havre Boucho to enable Lighthouse Superintendent to select a site for a light ; remained at anchor under Cape George for the night.

August 11th.—Left Cape George at 5.30 a.m., and proceeded to the westward ; at 7.30 p.m., anchored in Pugwash Harbour.

August 12th.—At 5 a.m., landed supplies at the light ; 7, left for the westward ; 9.30, supplied Mullen Point ; 1 p.m., supplied Amet Island ; 5.30, landed supplies at Carabou ; 8.20, landed supplies at Pictou Island ; 11.15, anchored in Pictou Harbour.

August 13th.—At 7 a.m., went alongside the Vale Colliery wharf and commenced coaling.

August 14th.—At a.m. taking in coal. 4 p.m., left Pictou, and proceeded to the east for Straits of Canso.

August 15th.—At 2 a.m., passing through the Straits. A fog setting in from the eastward, anchored in Pirate Cove. 10.30. weather clearing, proceeded to the east. 2.15 p.m., anchored off Cranberry Island, and commenced landing coal. 6.20, anchored in Cape Canso Harbour for the night. Engaged laborers to assist in coaling.

August 16th.—At 5.45 a.m., proceeded to Cranberry and landed coal. 6.30 p.m., went into harbour for the night.

August 17th.—At 5.50 a.m., went to Cranberry Island and landed coal. At 1.15 left Cranberry Island and proceeded to the southward for Halifax. 3 p.m., a dense fog, which continued all night ; heavy swell from the southward.

August 18th.—At 8 a.m., the fog lifting, sighted Egg Island, bearing N. W. by N. 1.30 p.m., arrived at the wharf Halifax.

August 19th.—Landed returned lighthouse stores.

August 20th.—Crew employed fitting moorings for outer Automatic buoy.

August 21st.—Crew preparing moorings for buoy.

August 22nd.—Took Superintendent of Lighthouses to Sambro, and landed oil and stores for the lighthouse and fog-whistle.

August 23rd.—The inner automatic buoy having been thoroughly overhauled and painted, left the wharf at noon, and placed it in position ; brought in the buoy placed temporarily.

August 24th.—At 7 a.m. left the wharf with oil and stores for Chebucto Head Light. At noon returned to the wharf. At 2 p.m., the Agent and Capt in Scott on board, proceeded down the harbour, and to the S.E. to select position for outer automatic buoy. 5, marked the position with a temporary buoy, and lay to, waiting for the lights to be lighted. 7, took sextant angles from marked position. 10, arrived at the wharf.

August 26th.—Crew fitting buoy moorings.

August 27th.—At 7.30 a.m., left for Sambro with a schooner in tow, loaded with coal. 10, warped schooner into the Cove, and commenced coaling. 6 p.m., took schooner in tow and proceeded into Halifax Harbour. 9, arrived at the wharf.

August 28th.—Transferred balance of coal from the schooner to this vessel.

August 29th.—At 9 a.m., left the wharf with buoys on board. Raised the Thrumcap moorings and found them in good order ; changed the buoy. Afterwards raised Portuguese moorings ; renewed 15 fathoms of the chain and changed the buoy. 5.30 p.m., moored at the wharf.

August 30th.—Crew employed getting the buoys recently brought in, on the wharf.

August 31st.—Crew employed about buoy moorings.

September 3rd.—Crew filling coal for Sambro.

September 5th.—Left the wharf at 10 a.m., proceeded to Sambro and placed spar buoy off the Pollock Shoal ; afterwards went into Ponnant Harbour, and made enquiries about the buoy petitioned for at that place. 4.30 p.m., communicated with Sambro Island. 7.30 arrived at the wharf.

September 6th.—At 8 a.m., proceeded to Sambro Island, and landed coal. 8.30 p.m. returned to the wharf.

September 7th.—Took on board lighthouse oil.

September 9th.—At 11.30 a.m., left the wharf, and proceeded down the harbour with outer automatic buoy on board. 3.30 p.m., placed the buoy in position; weighed the moorings of temporary buoy and returned to the wharf.

September 10th.—At a.m. took on board lighthouse stores for eastern Stations. 2.30 p.m., left the wharf and proceeded to Pannant Harbour. 6, placed a red can buoy off the Broad Shoal, Pennant Point. 7, landed an Engineer at Sambro' Island. 7.30, proceeded to the eastward for Cape Canso.

September 11th.—Arrived at Cranberry Island, and supplied the light at 1 p.m. 4.30, supplied Cutters Island. At 6, proceeded to Whitehaven, and anchored there at 9.15.

September 12th.—Early morning foggy. At 9 a.m. landed stores at Whitehead Light and afterwards proceeded to the westward. 2.20 p.m., supplied Tor Bay Light. 7.40 anchored in Isaac Harbour. Heavy swell from the southward all day.

September 13th.—Thick fog until 11.30 a.m. Landed supplies for the harbour light. 11.50, left the harbour for Green Island and landed supplies. 4.40, proceeded to the eastward, and at 9 anchored in Liscomb Harbour. Heavy sea heaving in from the southward all day.

September 14th.—Landed supplies at Liscomb Light at 6 a.m., and afterwards proceeded to the westward. 0.25, anchored inside Beaver Island and supplied the light. 4.45, weather thick with rain squalls from the S.W., went into Beaver Harbour and anchored.

September 15th.—At 4 a.m. proceeded out of Beaver Harbour, and to the westward. 8, landed supplies at Pope's Harbour. Heavy swells from the S.W. 2, passed inside Egg Island. 7.30, arrived at the wharf, Halifax.

September 16th.—Landed returned lighthouse stores.

September 17th.—At 10.20 a.m., left the wharf and proceeded down the harbour with buoy for the Bell Rock. At noon changed the buoy and renewed 15 fathoms of mooring chain. 4.30, stopped off Meagher's Beach and took on board empty oil casks. 5.15, arrived at the wharf.

September 18th.—Employed taking in and stowing ballast.

September 19th.—Taking in ballast.

September 20th.—The total quantity of ballast taken on board to give vessel a greater hold in the water—19½ tons of pig iron.

September 21st.—At 9 a.m. proceeded to the Queen's Wharf and took on board a party of artillerymen and stores for the Signal Station at Sambro' and Camperdown. 10, proceeded down the harbour. Landed the party for Camperdown in Portuguese Cove. Finding it too thick, and there being a heavy sea on outside Chebucto Head, did not go to Sambro'. 2.30 p.m., arrived at the Wharf, Halifax.

September 23rd.—At 9 a.m. left for Sambro' with party of Royal Artillerymen for the Signal Station. At noon proceeded into harbour, changed the Horse Shoe Buoy. 4. p.m. arrived at the wharf.

September 24th.—Left the wharf at 9 a.m., and changed the buoys at Point Pleasant and Lichfield Shoals. Found the moorings in both places to be in good order. 3 p.m. moored at the wharf.

September 25th.—Went outside the harbour with the Sister's Bell buoy. Found too much sea on to work. Returned into harbour. Landed supplies at Meagher's Beach.

September 26th.—At 9 a.m. proceeded down the harbour with the Sister's Bell Buoy. Changed the buoy and renewed 15 fathoms of the mooring chain. 3.30 p.m. landed stores at Chebucto Head Lighthouse. 5, moored to the wharf.

September 27th.—Took on board oil at the Depot for the western lighthouses.

September 28th.—Employed taking on board stores for the western lights.

September 30th.—At 8.55 a.m., left Halifax for the westward. 2 p.m., supplied the light at Queen's Island, St Margaret's Bay. 4, landed supplies at East Ironbound. 7, anchored in Lunenburg Harbour.

October 1st.—Dense fog till 7 a.m. At 7 landed supplies at Battery Point. 9, left Lunenburg for the westward. 1.15 p.m., landed building material and stores at Coffin Island. Received a telegram from the Agent at Halifax saying that the bell buoy had disappeared from the Brazil Rock. Supplied the lights at Fort Point and Brooklyn Breakwater. 6, proceeded to the westward.

October 2nd.—1.10 a.m., anchored inside the N.E. Bluff, Shelburne Harbour. 6, left Shelburne and proceeded to the westward, after communicating with the keeper of the Shelburne Lighthouse and making enquiries about the bell buoy missing from Brazil Rock. 9 a.m., landed at Baccaro and at 11.30 at Cape Negro to make enquiry about the buoy, also communicated with a number of fishermen along the coast. 0.30 p.m., changed the Jig Rock buoy and renewed 15 fathoms of the mooring chain. 3, stopped off the Gull Rock. Finding too much sea on for landing went into Lockeport Harbour and anchored.

October 3rd.—Dense fog all the forenoon. 2.15 p.m., proceeded to the Gull Rock and landed supplies. 6.30, anchored in Port Hebert and supplied the light.

October 4th.—At 5.30 a.m., left Port Herbert for the eastward. 8.10, supplied Port Mouton. 10.20, communicated with Coffin Island. 11.50, landed supplies at Port Medway. 1.30 p.m., placed a can-buoy to the south-westward of S.W. breaker. 3.25, supplied West Ironbound La Have. 5.40, supplied Mosher's Island. 7, anchored off Fort Point, La Have River, and landed supplies.

October 5th.—At 5.50 a.m., left La Have River. 7.40, landed supplies at Cross Island. 10.15, communicated with East Ironbound. Noon, supplied Peggy's Point Light. 2.20 p.m., landed supplies at Betty's Island. 6.30, arrived at the wharf at Halifax.

October 7th.—Landed empty oil-casks and returned lighthouse stores; sent a boat to George Island with supplies.

October 8th.—Painting the ship outside.

October 9th.—At 9.30 a.m., left for Sambro, with the Agent on board. 11.40, Agent landed and inspected the fog-whistle establishment. 2.30 p.m., left Sambro' and proceeded to Devil Island; agent inspected the lighthouses; landed supplies. 6, left Devil Island. 7.30, moored to the wharf.

October 14th.—Received on board coal for Sambro'.

October 15th.—Taking coal on board.

October 16th.—At 6 a.m., left for Sambro'; landed during the day 32 ons. At 8 p.m. returned to the wharf, Halifax.

October 17th.—Weather rainy; crew filling coal-bags.

October 18th to 21st.—Weather stormy; unable to land at Sambro'.

October 22nd.—At 6 a.m., proceeded to Sambro' and landed coal. 8 p.m., returned to the wharf.

October 23rd.—Left for Sambro at daylight and landed coal. 7 p.m., returned to the wharf.

November 1st.—Took on board bell buoy for Trinity Ledge; also building material for Shelburne and Cape Sable.

November 2nd.—Employed taking on board building material and moorings for bell buoy.

November 4th.—At 11.15 a.m., left Halifax for the westward. At 8 p.m. the weather looking threatening, put into Liverpool and anchored inside the breakwater. Heavy squalls from the N.W. with snow.

November 5th.—At 4.20 a.m., proceeded out of Liverpool Bay and to the westward. 11.30, anchored off Shelburne Lighthouse, and commenced to land building material for an oil store. 4, went into harbour and anchored inside Sand Point; squally, with occasional snow.

November 6th.—At 5.30 a.m., left Shelburne and proceeded to the westward for Cape Sable. 11.15, anchored off Cape Sable and landed building material for a coal

store. 6.30 p.m., proceeded into Barrington Harbour and anchored inside the Lightship.

November 7th.—At 6.35 a.m., left Barrington, proceeding through the Pass. 9.15, stopped off St. John's Ledge buoy; found it too far to southward; marked a position for the buoy in $12\frac{1}{2}$ fathoms water; Pubnico Lighthouse open of St. John's Island N.E. by N. Spire of the meeting house over the dry ledge E. $\frac{1}{2}$ N. 10.15, commenced to unshackle; found great difficulty in weighing the moorings. 4 p.m., recovered the anchor, it being in a very foul state. 6.10, placed the buoy in position. 7, anchored in Pubnico Harbour; showers of rain and snow.

November 8th.—Weather stormy in the morning; at 8.55 a.m., left Pubnico and proceeded to the northward, passing inside Gannet Rock and Green Island; 2.15 p.m., anchored inside the Beacon Light, Yarmouth; squally with snow.

November 9th.—Blowing strong from the westward with occasional snow.

November 10th.—Gale from the N.W.

November 11th and 12th.—Detained at Yarmouth; blowing fresh from the westward and S.W.

November 13th.—Left Yarmouth at 6 a.m. for the northward; found too much sea on to work at the Trinity Ledge buoy; 11, passed through the Grand Passage and proceeded to the N.W. Ledge; noon, finding too much sea on to work at the buoy, returned to the Grand Passage and anchored off Westport; in the evening experienced very heavy squalls from W.N.W.

November 14th.—Detained at Westport; blowing strong from N.W.

November 15th.—Wind falling light, weighed and proceeded to the N.W. Ledge; 0.45 p.m., made fast to the buoy; found moorings to be foul of the bottom; at sunset still unable to raise the moorings; shackled on the buoy, and proceeded to the Grand Passage for the night.

November 16th.—At daylight proceeded to N.W. Ledge; unshackled the buoy and hove on the moorings, using a six inch hawser with a purchase on it brought to the winch; water smooth and favourable for working; finding that the moorings were foul of the bottom shackled on an additional ten fathoms of chain, and replaced the buoy; 9.25, left for the Trinity Ledge; 1 p.m., made fast to the Trinity buoy; raised and examined the moorings and found them in good order; changed the buoy; 5.45, anchored in Yarmouth Harbour.

November 17th.—Squally from the eastward with rain during the forenoon; at 1.35 p.m., left Yarmouth, passed inside of Green Island and between Bald Tusk and the Mud Islands; at 7 p.m., rounded Cape Sable; at midnight, anchored inside Sand Point, Shelburne Harbour.

November 18th.—At daylight, left Shelburne and proceeded to the eastward; 10.45, passed Little Hope Island; 4 p.m., the weather looking threatening and the wind freshening from S.E., bore up for Lunenburg; 5.50, anchored in Lunenburg Harbour.

November 19th.—Detained at Lunenburg; blowing from S.E. and backing to N.E. with heavy rain.

November 20th.—Left Lunenburg at daylight and proceeded to the eastward; passed inside East Ironbound Island; found very heavy sea on outside; at 2.30 p.m. moored to the wharf at Halifax.

BUOYS AND BEACONS.

The following is a List of the Buoys and Beacons under charge of this Agency.

HALIFAX HARBOUR AND APPROACHES.

No.	Where Located.	Description.	Colour.
1	Commissioners' Point.....	Wooden can	Black.
2	Dartmouth Spit	do	Red.
3	Ives Knoll.....	do	do
4	Point Pleasant.....	do	Black.
5	Leopard.....	do	do
6	Belle Isle Spit.....	do	do
7	Reid's Rock.....	do	do
8	Horse Shoe Shoal.....	do	Red.
9	Mar's Rock.....	do	Black.
10	Litchfield	do staff and cage	do
11	Bell Rock.....	do do vane.....	do
12	Thrumpeap.....	Iron can.....	Red.
13	Rock Head.....	do staff and cage.....	White and black (vertical.)
14	Portuguese.....	Composite can	White and red (horizontal.)
15	Automatic Signal Buoy..	Iron, with 10-inch whistle, N.E. $\frac{1}{2}$ E., about 2 miles from Chebucto Head in fair way	Red.
16	do do	Iron, with 10-inch whistle, in fair way, S. by E. about 7 miles from Devil's Island.....	Black.
17	Sisters, off Sambro.....	Iron bell buoy with cage	do
18	South-West Breaker, Sambro.....	Spar.....	do
19	Pollock, Sambro Ledges.....	do	do
20	Whippy do	do	Red.

SAMBRO HARBOUR.

21	Connor's Reef.....	Spar	Black.
22	Crowley Reef.....	do	Red and black.
23	Crownie Reef, N.W. End.	do	Black.
24	do S.W. End.....	do	do
25	Barrel Rock.....	do	Red.
26	Gray's Point.....	do	Black.
27	Martin's Point.....	do	do

PENNANT HARBOUR.

28	Broad Shoal	Iron can.	Red.
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CHESTER.

29	Coachman's Shoal, E. End.....	Spar	Black.
30	do do W. End.....	do	Red.

LIST of Buoys and Beacons—Continued.

MAHONE BAY.

No.	Where Located.	Description.	Colour.
31	Keddey's Shoal.....	Spar.....	Red.
32	Gull Ledge.....	do.....	do
33	Covey's Leige.....	do.....	Black.
34	Ernst Shoal.....	do.....	Red.
35	Westhaver's Island.....	do.....	do
36	Strum Shoal, W. End.....	do.....	do
37	do E. End.....	do.....	Black.
38	Middle Shoal.....	do.....	Red and black.

LUNENBURG.

39	Sculpin Rock.....	Iron can.....	Red and black.
40	Battery Shoal, S.E. End.....	Wooden can.....	Black.
41	do N.W. End.....	Spar.....	Red.
42	Head Shoal.....	Iron can.....	Black.
43	Haddock Shoal.....	Spar.....	do
44	Brick Shoal.....	Iron can.....	Red and black.

LA HAVE.

45	Big Shoal.....	Spar.....	Black.
46	Little Shoal.....	do.....	Red.
47	Bull Shoal.....	do.....	Black.

PORT MEDWAY.

48	Neil Point.....	Spar.....	Black.
49	Breaking Ledge.....	do.....	Red.
50	Northar Rock.....	do.....	Black.
51	Flats, N. E. corner.....	do.....	Red.
52	Flats, S. W. Point.....	do.....	Black.
53	Fosters Island, E. Point.....	do.....	Red.
54	South West Breaker.....	Iron can.....	do

VOLGER'S COVE CHANNEL.

55	Breaking Ledge, N. E. Point.....	Spar.....	Black.
56	Manthorn Rock.....	do.....	do
57	Sculpin Rock Shoal.....	do.....	Red.

LIVERPOOL.

58	Fort Point Ledge.....	Spar.....	Black.
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LIST of Buoys and Beacons—Continued.

SHELBURNE.

No.	Where Located.	Description.	Colour.
59	Middle Rock.....	Iron can.....	Red.
60	Sand Point.....	do	do
61	Adamant Shoal.....	Spar.....	Black.
62	Jig Rock.....	Iron can.....	do
63	Bull Rock.....	Spar.....	do

PORT LA TOUR.

64	Barrel Rock.....	Iron spindle.....	Red and black.
65	Shark Rock.....	Spar.....	Black.
66	Middle Ground.....	do	Red and black.
67	Cross Ledge, N. W. bar.....	do	Black.
68	Robertson Rock.....	do	Red and black.
69	Point of Flats.....	do	Black.

PORT NEGRO.

70	Budget Rock, E.....	Spar.....	Black.
71	do W.....	do	Red.
72	Scalp Rock.....	do	do
73	Grog Rock.....	do	do
74	John's Point Ledge.....	do	do
75	Peck's Hat.....	do	do
76	Seal Ledge.....	do	do
77	Brazil Rock.....	Iron bell buoy with cage.....	Red and black.

BARRINGTON PASSAGE.

78	Eastern Flat.....	Wooden can.....	Red.
79	Cross Ledge.....	Iron can.....	Black.
80	Wessels Ledge.....	Spar.....	do
81	Beach Point.....	do	Red.
82	Danger Rock.....	do	do
83	Long Reef, N. end.....	do	Black.
84	do S. end.....	do	Red.
85	Lone Rock.....	do	Black.
86	Island Channel.....	do	Red.
87	Angle Ledge.....	Wooden can.....	do
88	Carpenter's Rock.....	Spar.....	do
89	Privateer Ledge.....	do	do
90	Half Tide Ledge.....	do	do
91	Coot Point Ledge.....	do	Black.
92	Bear Point Ledge, E.....	do	Red.
93	do do W.....	do	do
94	Mussell Bed.....	do	do
95	Pease's Island.....	do	do

LIST of Buoys and Beacons—Continued.

WOOD'S HARBOUR.

No.	Where Located.	Description.	Colour.
96	Shoal below Dry Ledges.....	Spar.....	Red.
97	Rock on Point Flats.....	do.....	Black.
98	Middle Reef.....	do.....	Red.
99	Barnes' Ledge.....	do.....	Black.
100	Long Reef.....	do.....	Red.
101	Ledge, North entrance.....	do.....	Black.

LOCKPORT.

102	Middle Ground.....	Iron cen.....	Red.
103	Carters' Island Shoal.....	Spar.....	do

CLARKE'S HARBOUR.

104	Congé.....	Spar.....	Red.
105	Crowell Ledge.....	do.....	Black.
106	Simms Rock.....	do.....	do
107	Flat Island Ledge.....	do.....	Red.
108	Middle Channel.....	do.....	do
109	Eleazer's Island.....	do.....	Black.
110	Hospital Ledge.....	do.....	Red.
111	Seal Rocks Ledge.....	do.....	do
112	do W. end.....	do.....	Black.
113	Scale Point Ledge.....	do.....	do

TUSKET RIVER.

114	Lawrence Shoal, N.W.....	Spar.....	Black.
115	do S.E.....	do.....	do
116	Fish Island Shoal, S.....	do.....	do
117	do N.W.....	do.....	Red.
118	Tooker's Island Shoal.....	do.....	Black.
119	Ontreau's Shoal.....	do.....	do
120	Mike's Island Rock.....	do.....	Red.
121	Corporus Cape, N.W.....	do.....	do
122	do N.....	do.....	do
123	Birch Island Shoal.....	do.....	Black.
124	Boucher's Shoal.....	do.....	Red.
125	Boudreau's Shoal.....	do.....	Black.
126	Big Ledge.....	do.....	Red.
127	Simm's Shoal.....	do.....	Black.
128	Maple Island Shoal.....	do.....	Red.
129	Narrows Ledge Shoal.....	do.....	Black.

LIST of Buoys and Beacons—*Continued.*

YARMOUTH COUNTY.

No.	Where Located.	Description.	Colour.
130	John's Ledge	Iron bell buoy.....	Red.
131	North-West Ledge, off Bryer's Island.....	do with cage.....	do
132	Harbour Ledge	Wooden can.....	do
133	do	do	Black.
134	Cow Ledge.....	Iron spindle.....	Red.
135	do	Iron can.....	Black.

D GBY AND ANNAPOLIS.

136	Fanning's Ledge	Spar.....	Red.
137	Bear Island Bar.....	Iron can.....	Black.
138	Broad Cove, W. side.....	Spar.....	do
139	Black Point.....	Wooden can.....	do
140	Goat Island Shoal, N. end	do	Red.
141	West Shoal, Goat Island.....	Spar.....	do
142	Flats, a mile above Winchester Harp	do	Black.
143	Bear River	do	do
144	Victoria Bridge, above.....	do	Red.
145	do below.....	do	do
146	Joggin's Bridge, above	do	do
147	do below	do	do

AVON RIVER.

148	Cross Bars (fair way).....	Iron can.....	Red and black.
149	East Cross Bar.....	Spar.....	Red.
150	West side East Bar.....	do	Black.
151	East side West Bar.....	do	Red.
152	Stoney Bar.....	do	do
153	South end East Bar.....	do	Black.
154	Spit Bar.....	do	do
155	Blonde Rock, off Seal Island.....	do	do
156	Trinity Ledge, St. Mary's Bay.....	Iron bell buoy, with cage.....	Red.

POPE'S HARBOUR.

157	Harbor Island Shoal	Spar.....	Red.
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LIST of Buoys and Beacons—*Continued.*

CANSO.

No.	Where Located.	Description.	Colour.
158	Grimes Shoal	Iron bell buoy and cage	Black.
159	Man of War Rock	Spar	do
160	Slipper Rock	do	Red.
161	Kelp Shoal	do	do
162	Glasgow Bar	do	do
163	Petit Pass Bar	do	do
164	Bootes Rock	do	Red and black.
165	Mackerel Rock	do	do
166	Middle Ground Rock	do	Black.
167	Hart's Island Point	do	do
168	Sterling Rock, S.	do	Red.
169	do W.	do	do
170	Bald Rock	do	do
171	Channel Rock	do	Red and black.
172	Whitman Rock	do	Black.
173	Harbour Shoal	do	Red and black.
174	Indian Shoal	do	Black.
175	False Passage, W.	do	do
176	do N.W.	do	do
177	do N.E.	do	Red.
178	Net Rock	do	Red and black.
179	Roaring Bull Rock	do	Black.
180	Foot's Rock	do	Red.

GUYSBORO'

181	Gull Island Shoal	Spar	Red.
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PORT HAWKESBURY.

182	Premier Shoal	Spar	Red and black.
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MERRIGOMISHE.

183	Centre of channel	Spar	Red and black.
184	do	do	do
185	do	do	do

PICTOU.

186	Logan's Point	Wooden can.	Red.
187	Doctor's Reef	do	do
188	Middle Shoal	do	Black and red.

LIST of BuOys and Beacons—Continued.

ST. MARY'S RIVER.

No.	Where Located.	Description.	Colour.
189	Middle Ground	Spar	Black.
190	Shag Point	do	Red.
191	Budget	do	Black.
192	French Rock	do	Red.

WALLACE.

193	Mid channel	Iron can	Red and black.
194	do	Wooden cask	do
195	do	do	do
196	do	do	do

PUGWASH.

197	Lighthouse Bar	Cask buoy	Black.
198	do (starboard)	do	Red.
199	Middle Ground Bar	do	do
200	Fox Point Shoal	do	do
201	Pineo's Point	do	Black.
202	Pugwash Reef	Spar	do
203	Lewis Reef	do	Red.

PORT HOOD.

204	Sally Reef	Spherical iron can	Black.
205	Spit Head	Iron can	do
206	Smyth's Spit, S.W.	do	Red.
207	do S.E.	do	do
208	Dean Shoal	do	do
209	Judique Shoal	do	do

CHETICAMP.

210	Channel (starboard)	Six spars	Red.
211	do (port)	do	Black.

BIG BRAS D'OR.

212	Carey's Shoal	Spar	Red.
213	Little Island Shoal, E.	do	do
214	do W.	do	do
215	Lime Rock Shoal	do	Black.

LIST of Buoys and Beacons—Continued.

BADDECK.

No.	Where Located.	Description.	Colour.
216	Bell Rock.....	Spar.....	Red.
217	McIvor's Shoal.....	do	do
218	McAskill's Shoal.....	do	do
219	McLeod's Shoal.....	do	do

NORTH SYDNEY.

220	North Bar	Iron can.....	Red.
221	Cann's Shoal.....	do	do
222	South Bar	do	Black.
223	Petrie Shoal	do	do

LOUISBURG.

224	Nag's Head Rock.....	Spar.....	Red.
225	White Rock Shoal.....	do	do
226	Grand Battery Shoal.....	do	Black.

PETIT DE GRAT.

227	Big Arrow Island.....	Wooden can.....	Red.
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ARICHAU

228	Hautfond Shoal.....	Iron can.....	Red.
229	Cerberus Rock.....	do	do
230	Kavanagh's Shoal.....	Spar.....	do
231	Leisure Shoal.....	do	do
232	Yankee Shoal.....	do	do
233	Round Shoal.....	do	do
234	Robin Shoal.....	do	do
235	La Poule Shoal.....	do	Black.
236	Union Shoal.....	do	do

ARICHAU, WEST.

237	Creighton's Shoal.....	Wooden can.....	Red and Black.
238	Creighton's Point, North.....	Spar.....	Red.
239	Jersey Island Shoal.....	do	Black.

LIST of Buoys and Beacons—Continued.

PUBNICO BUOYS.

No.	Where Located.	Description.	Colour.
240	Pubnico Ledge.....	Spar.....	Black.
241	Lone Rock.....	do	Red.
242	Point of Hat, E. Side Channel.....	do	do
243	Lone Rock N.N.E. from Flat.....	do	do
244	No Name Rock.....	do	do
245	Middle Island Ledge.....	do	do

SHAG HARBOUR.

246	Off Little Green Island.	Spar.....	Red.
247	Rock, Starbord Side.....	do	do
248	do	do	do
249	do	do	do
250	Lone Rock.....	do	Red and a ck.
251	Seal Rock.....	do	Red.
252	Nickerson's Ledge.....	do	Black.
253	West Point, Stoddart Island.....	do	Red.
254	S.W. Point, Kendrick's Island.....	do	Black

BEACONS.

255	Jerseyman's Island, East End.....	Wooden beacon.....	White.
256	Guysboro, Gull Island.....	do	Red.
257	Cape Canso, Grave Island.....	do	White.
258	do Mainland.....	do	do
259	Blacksmith Beach, Cape Negro...	do	Black.

The two automatic signal buoys, imported from New York, and placed at the entrance to Halifax Harbour, are highly spoken of by captains entering the port, and will no doubt prove very effectual aids to navigation.

Applications have been made by Harbour Masters and others, for a large number of additional can and spar buoys, some of which will be supplied next year.

The proper buoyage of the coast and more important harbours is of primary interest, and several of the present spar buoys should be replaced by can buoys of good size.

Until within a few years, the color of the buoys followed no fixed rule, but I am glad to report that now, with very few exceptions, the one rule prevails in this Province, which is similar to that of the United States coast, viz: On starboard hand, red; port hand, black, and middle ground black and red alternate stripes.

Automatic signal buoys are moored in the fair way, and can be approached without danger.

FISHERIES.

On 30th June, 1878, there were 33 Overseers and 208 Wardens in charge of the various River Fisheries comprised within the limits of this Agency. The cost of

the protection of those fisheries during the past year, amounted to \$15,292.82, and full details of the state of the various rivers and streams will be found in the reports of the Fishery Officers addressed to W. F. Witcher, Esq., Commissioner of Fisheries.

For fish breeding during the fiscal year, there was expended the sum of \$3,550. The fish breeding establishment in this Province is situated at Bedford, about 10 miles from Halifax, on the Sackville River. It is under the charge of Mr. A. B. Wilmot, whose efficient management has made it very successful in carrying out the objects for which it was established. Last spring the following young fish were distributed:—1,400,000 salmon, 160,000 whitefish, 8,000 salmon trout, making a total of 1,568,000 fish distributed among thirty-six rivers and four lakes, in the Counties of Halifax, Hants, Kings, Annapolis, Cumberland, Cogchester and Pictou.

In three years there has been a grand total of three millions of the fry hatched in the Bedford House, which Mr. Wilmot informs me is nearly double the quantity hatched by any other house in the Dominion in its first five years.

I have the honor to be, Sir,

Your obedient servant,

H. W. JOHNSON,

Agent.

APPENDIX No. 7.

STATEMENT of Expenditure on account of Maintenance of Lights above
Montreal, for the Fiscal Year ended 30th June, 1878.

Bar Point Lightship.			\$	cts.	\$	cts.
Hugh Manson.....	12 months' salary as Light-keeper.....	\$496 25				
do	do superannuation tax.....	3 75				
do	Paid for rope, hardware and labour.		500	00		
Steamer "Minnie Morton"	Towing Lightship to Amherstburg		39	10		
do	Placing Lightship		20	00		
do	Towing and placing in winter quarters in 1875		50	00		
J. P. Jones.....	Boat, &c.....		40	00		
J. E. Kolfage	10 gallons of tar.....		45	00		
F. Wetmore	4 sun-linge burners.....		4	00		
A. Hackett.....	Allowance for services to Lightship in 1875.....		1	00		
T. Hackett.....	Placing in winter quarters in 1876		50	00		
John Healey.....	Burners, &c		20	00		
Kevill & Co.....	Dockage.....		4	05		
James Menzies.....	10 weeks' labour, \$27.50; 10 weeks' board, \$30.....		25	00		
			57	50		
					855	65
Batchewana Bay.						
David Crawford	12 months' salary as Light-keeper.....	\$345 63				
do	do superannuation tax.....	4 37				
			350	00		
Receiver General	To pay for land		26	40		
					376	40
Battle Island.						
Charles McKay	10½ months' salary as Keeper.....	\$438 86				
do	do superannuation tax	5 55				
			441	41		
Andrew Dick	Taking charge of Lighthouse property, from 2nd to 27th August, 26 days, at \$1.25 per day.....		32	50		
Plummer & Marks.....	Boat.....		35	00		
J. D. Beatty	Freight on boat and supplies from Sarnia.....		11	50		
					523	41
Beauharnois.						
Joseph Meloche	12 months' salary as Light-keeper	\$222 19				
do	do superannuation tax.....	2 81				
			225	00		
do	Painting Light.....		19	19		
					244	19
Bois Blanc.						
A. Hackett	12 months' salary as Light-keeper	\$829 56				
do	do superannuation tax.....	5 44				
			835	00		
Arthur Rankin.....	Land and right of way for two towers on the Island.....		700	00		
S. S. Macdonnell.....	Legal expenses in re site.....		15	05		
					1,550	05
Carried forward.....					3,549	70

**STATEMENT of Expenditure on account of Maintenance of Lights above
Montreal, etc.—Continued.**

		\$	cts.	\$	cts.
	Brought forward			3,549	70
	<i>Brown's or Knapp's Point.</i>				
Patrick McAvoy	12 months' salary as Light-keeper	100	00		
M. Brophy	Award for land	200	00		
W. McRossie	Lumber, lath and scantling	18	15		
W. H. Smithers	Labour and repairs to Lighthouse	10	50		
W. H. Sullivan	Costs of arbitration in re award for land	60	00		
				388	65
	<i>Burlington Beach.</i>				
Thomas Campbell	12 months' salary as Light-keeper	\$296	25		
do	do superannuation tax	3	75		
			300	00	
do	Boat and building boathouse		68	28	
do	Paid for buoys and placing buoys in Burlington Bay		21	75	
do	Paid for re-silvering reflectors		9	00	
				397	03
	<i>Burnt Island.</i>				
Joseph Mervin	9 months' salary as Light-keeper	\$185	16		
do	do superannuation tax	2	34		
			187	50	
Widow of J. Mervin	Taking charge of Light, from 1st to 15th April, 1878		10	41	
G. Turcotte	3 months' salary as Light-keeper	\$61	72		
do	do superannuation tax	0	78		
			62	50	
R. M. Horsey	Paint, lime, nails, &c		25	00	
W. McRossie	Lumber		38	78	
Robert Gillespie	4 cords hard wood		12	00	
E. E. Abbott	Repairing pump		1	50	
Folger Bros.	Freight on lumber		5	00	
				342	69
	<i>Byng Inlet.</i>				
Maganatewan Lumber Co.	12 months' attending Light		250	00	
do	Placing buoys		22	50	
				272	50
	<i>Campbell Island.</i>				
Alexander Wilson	12 months' salary as Light-keeper	\$148	13		
do	do superannuation tax	1	87		
			150	00	
do	Paid for repairs		16	97	
E. Derensy	Paint, oil, whiting, &c		9	52	
Canada Central Railway Co.	Freight and cartage of supplies		3	00	
				179	49
	<i>Chantry Island.</i>				
D. M. G. Lambert	12 months' salary as Light-keeper	\$503	75		
do	do superannuation tax	6	25		
			510	00	
Roland A. Lambert	do salary as Assistant	172	81		
do	do superannuation tax	2	19		
			175	00	
				635	00
	Carried forward				
				5,815	06

**STATEMENT of Expenditure on account of Maintenance of Lights above
Montreal; etc.—Continued.**

			\$ cts.	\$ cts.
	Brought forward			5,815 06
	<i>Cherry Island.</i>			
E. S. Johnson.....	12 months' salary as Light-keeper.....	\$441 69		
do	do superannuation tax.....	5 31		
			447 00	
Alexander Murray	Repairing stoves, painting, &c.....		21 00	468
	<i>Christian Island.</i>			
John Hoar.....	12 months' salary as Light-keeper.....	\$429 69		
do	do superannuation tax.....	5 31		
			435 00	435 00
	<i>Clapperton Island.</i>			
B. B. Baker.....	12 months' salary as Light-keeper.....	\$345 62		
do	do superannuation tax.....	4 38		
			350 00	
do	Paid for boat, &c.....		70 00	420 00
	<i>Cole Shoal.</i>			
Richard Elliott.....	12 months' salary as Light-keeper.....	\$246 88		
do	do superannuation tax.....	3 12		
			250 00	
Manhard & Booth.	Cedar, fence boards, &c.....		7 66	
John Armstrong... ..	Repairs to Light house.....		3 00	
Geo. Reid.....	Hardware.....		1 58	262 24
	<i>Collingwood.</i>			
Robert Doherty.....	12 months' salary as Light-keeper.....	\$197 50		
do	do superannuation tax.....	2 50		
			200 00	
do	Boat, sails, oars, &c.....		120 00	
do	Paid for repairs to Light house.....		69 78	
A. Lockerbie.....	Making, repairing and placing buoys.		224 50	
G. Collins.....	Painting Light.....		20 00	
H. M. Olelland.....	Hardware, glass, lumber, lime, chain, &c.....		142 80	
Melville, Fair & Co.....	Wall-paper.....		3 50	780 58
	<i>Coteau Landing.</i>			
E. B. Prieur.....	12 months' salary as Light-keeper.....			140 00
	<i>Deep River Island.</i>			
Owen Smith.....	12 months' salary as Light-keeper.....		100 00	
Dickson & McLaren.....	Soap, brushes, brooms, etc.....		4 99	104 99
	<i>False Ducks.</i>			
F. Swetman.....	12 months' salary as Light-keeper.....	\$429 69		
do	do superannuation tax.....	5 31		
			435 00	
LeRoy Spafford.....	Wicks, paint, oil, etc.....		4 37	439 37
	Carried forward.....			8,865 24

**STATEMENT of Expenditure on account of Maintenance of Lights above
Montreal, etc.—Continued.**

			\$	cts.	\$	cts.
	Brought forward.....				8,885	24
	<i>Fort William Range Lights.</i>					
D. Morrison.....	12 months' salary as Light-keeper.....	\$154	29			
do	do superannuation tax.....		1	41		
						155 70
	<i>French River.</i>					
Edward Borron, jun.....	12 months' salary as Light-keeper.....	\$493	75			
do	do superannuation tax.....		6	25		
				500	00	
H. M. Olelland	50 lbs white lead			4	50	
						504 50
	<i>Frenchman's Bay.</i>					
James McLellan.....	12 months' salary as Light-keeper.....					100 00
	<i>Gananoque Narrows.</i>					
Cornelius Cook.....	12 months' salary as Light-keeper	\$395	00			
do	do superannuation tax.....		5	00		
				400	00	
F. McDougall....	Hoops, bolts, and repairs.....			9	00	
						409 00
	<i>Gin Rock.</i>					
Israel Mundy	12 months' salary as Light-keeper	\$296	25			
do	do superannuation tax.....		3	75		
				300	00	
do	Allowance for boat hire.....			10	00	
						310 00
	<i>Gibraltar Point.</i>					
Geo. Durnan	12 months' salary as Light-keeper	\$529	69			
do	do superannuation tax		5	31		
						535 00
	<i>Glengarry or Stonehouse Point.</i>					
Kenneth McLachlan.....	12 months salary as Light-keeper.....	\$197	50			
do	do superannuation tax.....		2	50		
				200	00	
A. M. & A. McDonald....	Land taken for Lighthouse purposes			600	00	
Laplane.....	Rails for Lighthouse			17	50	
						817 50
	<i>Goderich Light.</i>					
G. N. McDonald.....	12 months' salary as Light-keeper	\$395	00			
do	do superannuation tax.....		5	00		
				400	00	
do	To pay for labour, timber, hardware, etc., for repairing breakwater damaged during the storm			2,492	97	
do	Labour materials placing gallery round Light- house, freight, etc			113	41	
do	Allowance for superintending work			50	00	
P. O'Meara.....	Stone for breakwater			59	60	
E. Chanteloup	Burners, wicks, etc., \$63.50; gallery for lantern, \$99.00			162	50	
D. K. Strachan	Blinds for Lighthouse			10	00	
K. McKenzie.....	Glass, putty, hoops, etc			3	14	
						3,281 62
	Carried forward.....					14,978 56

**STATEMENT of Expenditure on account of Maintenance of Lights above
Montreal, etc.—Continued.**

			\$ cts.	\$ cts.
	Brought forward.....			14,978 56
	<i>Great Duck Island.</i>			
William Purvis.....	12 months' Salary as Light-keeper.....	\$493 75		
do	do Superannuation tax	6 25		
			500 00	
William Hearn	Marine-glass.....		12 00	512 00
	<i>Grenadier Island.</i>			
Albert Root	12 months' salary as Light-keeper	\$246 88		
do	do superannuation tax	3 12		
			250 00	
John Naltry.....	Boat, &c.....		65 00	315 00
	<i>Green Shoal.</i>			
Alfred Laberge.....	12 months' salary as Light-keeper.....	\$247 00		
do	do superannuation tax	3 00		
			250 00	
do	Repairs to breakwater.....		696 31	
do	Making and placing buoy, and building chimneys..		56 52	
Lewis Ploof.....	Cartage		2 00	
W. Miles.....	Freight of supplies.....		4 00	998 83
	<i>Griffith Island.</i>			
Vesey C. Hill.....	12 months' salary as Light-keeper	\$129 69		
do	do superannuation tax	5 31		
			435 00	
Donald McKenzie.....	1 wheelbarrow.....		5 00	440 00
	<i>Grosse Point.</i>			
Wm. Shannon	12 months' salary as Light-keeper	\$429 69		
do	do superannuation tax	5 31		
			435 00	
Geo. Shannon	do salary as Assistant..	\$172 82		
do	do superannuation tax	2 18		
			175 00	
Lewis Sicotte.....	Making and replacing buoys.....		23 00	633 00
	<i>Gull Island.</i>			
Robert Roddick.....	12 months' salary as Light-keeper	\$493 75		
do	do superannuation tax.....	6 25		
			500 00	
do	Boat and repairs.....		63 50	
do	4 tons of coal, \$22 ; paid for stone, \$18..		40 00	
Wm. Stephenson.....	Repairing lamps		5 75	
E. Chanteloup	2 fountain lamps and re-plating 3 reflectors.. ..		21 00	
Joseph White....	Building oil-shed		200 00	830 25
	<i>Hamilton's Island.</i>			
John Hamilton.....	12 months' salary as Light-keeper		120 00	
do	Paid for paint, nails and labour repairing.....		46 00	166
	Carried forward.....			18,873 64

**STATEMENT of Expenditure on account of Maintenance of Lights above
Montreal, etc.—Continued.**

		\$	cts.	\$	cts.
	Brought forward.....			18,873	64
	<i>Head of Deschene Rapids.</i>				
M. Murphy.....	12 months' salary as Light-keeper.....	100	00		
do	Paid for oil, repairs, &c.....	12	65		
				112	65
	<i>Isle of Coves.</i>				
B. B. Miller.....	12 months' salary as Light-keeper	\$540	21		
do	do superannuation tax.....	11	03		
			551	24	
George Ourrie	3 do salary as Light-keeper	\$159	25		
do	do superannuation tax.....	3	25		
			162	50	
B. B. Miller.....	Rope, sails, block, &c.....		3	65	
				716	79
	<i>Killarney Light.</i>				
Philemon Proule	12 months' salary as Light-keeper.....	\$493	75		
do	do superannuation tax.....	6	25		
			500	00	
do	Plastering and building kitchen.....		60	00	
N. McLean.....	Painting cupola.....		11	00	
				571	00
	<i>Kincardine.</i>				
William Kay.....	12 months' salary as Light-keeper	\$158	00		
do	do superannuation tax	2	00		
			160	00	
William Kay	Paid for assistance in manning life-boat going to the Lighthouse.....		18	70	
do	Paid for hardware and boat hire		14	49	
P. Flett.....	Boat.....		35	00	
G. Sturgeon.....	Stove and fittings.....		15	00	
				243	19
	<i>Lachine Pier and Lake St. Louis Lightship, No. 1.</i>				
John Norton.....	12 months' salary as Light-keeper	\$444	37		
do	do superannuation tax	5	63		
			450	00	
Capt. E. Monarque	Placing Lightship in winter quarters.....		52	00	
do	Paid for 5 toise of stone for pier.....		60	00	
do	Use of steamer grappling for chains.....		50	00	
T. Chapman.....	Blacksmith's repairs.....		44	30	
				656	30
	<i>Lake St. Louis Lightship No. 2.</i>				
O. Madore	12 months' salary as Light-keeper.....	\$296	25		
do	do superannuation tax	3	75		
			300	00	
Capt. E. Monarque.....	Placing in winter quarters.....		52	00	
do	Use of steamer grappling for chains.....		50	00	
do	Placing Lightship in moorings.....		70	00	
T. Chapman.....	Blacksmith's repairs.....		45	00	
				517	00
	Carried forward			21,690	57

**STATEMENT of Expenditure on account of Maintenance of Lights above
Montreal, etc.—Continued.**

			\$ cts.	\$ cts.
Brought forward.....				21,690 57
<i>Lake St. Louis Lightship No. 3.</i>				
Olivier Veaudry	12 months' salary as Light-keeper	\$296 25		
do	do superannuation tax.....	3 75		
			300 00	
Capt. E. Monarque.....	Placing in winter quarters.....		52 00	
do	Use of steamer grappling for chains		50 00	
do	Placing Lightship in moorings.....		70 00	
T. Chapman.....	Blacksmith's repairs.....		45 00	
				517 00
<i>Lamb Island.</i>				
John Michaelson	12 months' salary as Light-keeper.....	\$296 25		
do	do superannuation tax.....	3 75		
				300 00
<i>Lancaster Bar.</i>				
G. H. Johnson.....	12 months' salary as Light-keeper	\$321 88		
do	do superannuation tax.....	3 12		
				325 00
<i>Lancaster Pier.</i>				
Thomas Hy. Hill.....	12 months' salary as Light-keeper	\$296 25		
do	do superannuation tax.....	3 75		
				300 00
<i>Lindoe Island.</i>				
John Wallace.....	12 months' salary as Light-keeper.....	\$246 88		
do	do superannuation tax.....	3 12		
			250 00	
do	Repairs to dwelling.....		57 55	
				307 55
<i>Little Current.</i>				
D. McKenzie	12 months' salary as Light-keeper.....	\$345 63		
do	do superannuation tax.....	4 37		
				350 00
<i>Lonely Island.</i>				
Dominic Solomon.....	12 months' salary as Light-keeper.....	\$444 37		
do	do superannuation tax.....	5 63		
				450 00
<i>Long Point.</i>				
H. H. Woodward.....	12 months' salary as Light-keeper.....	\$429 69		
do	do superannuation tax.....	5 31		
				435 00
<i>L'Orignal.</i>				
R. G. Campbell.....	12 months' salary as Light-keeper.....		100 00	
do	Paid for oil, paint, labor and cartage.....		17 50	
				117 50
Carried forward.....				24,792 62

**STATEMENT of Expenditure on account of Maintenance of Lights above
Montreal, etc.—Continued.**

		\$	cts.	\$	cts.
Brought forward					24,792 62
<i>Manitoulin Island.</i>					
John Miller.....	3 months' salary as Light-keeper.....	\$98	75		
do	do superannuation tax.....	1	25		
				100	00
William Oullis.....	9 months' salary as Light-keeper.....	\$296	25		
do	do superannuation tax.....	3	75		
				300	00
<i>McKie's Point.</i>					
A. McDonald	12 months' salary as Light-keeper	\$172	81		
do	do superannuation tax.....	2	19		
				175	00
E. Chanteloup.....	Cast-iron lantern, burners, copper-flues and chim-				
	neys.....			422	16
A. McDonald.	Masons' repairs, freight, &c.....			14	18
					611 34
<i>McKillop's Point.</i>					
Damase Oaza.	12 months' salary as Light-keeper.....			103	75
M. Graburn.....	Travelling expenses.....			9	20
Malcolm Stalker.....	Painting Lighthouse and lantern, making ladder				
	and glazing....			11	00
P. S. Ross	Oil, paint and turpentine.....			6	25
					130 20
<i>McTavish Point, Port Louis.</i>					
Joseph Geegan	12 months' salary as Light-keeper.....			100	00
do	Paid for cartage, wharfage, &c			6	10
					106 10
<i>Meaford Light.</i>					
Samuel Dutcher.....	12 months' salary as Light-keeper.....				75 00
<i>Michael's Point.</i>					
R. A. Lyon & Co.	12 months' salary as acting Light-keeper				250 00
<i>Michipicoten Island.</i>					
Peter McIntyre.....	12 months' salary as Light-keeper.....	\$629	57		
do	do superannuation tax.....	5	43		
				635	00
do	Putting down and taking up buoys			20	00
H. M. Clelland	Five feet galvanized iron			1	75
					656 75
<i>Middle Island.</i>					
L. S. Brown.....	12 months' salary as Light-keeper			100	00
do	Paid for materials and repairs to Lighthouse			92	33
					192 33
<i>Mohawk Island.</i>					
R. H. Smithers.....	12 months' salary as Light-keeper.....	\$405	00		
do	do superannuation tax.....	5	00		
				410	00
do	Paid for oil tank, &c.....			2	80
					412 80
Carried forward.....					27,627 14

**STATEMENT of Expenditure on account of Maintenance of Lights above
Montreal, etc.—Continued.**

			\$	cts.	\$	cts.
	Brought forward.....				27,627	14
	<i>Muskoka or Fox Island.</i>					
J. C. Darke.....	12 months' salary as Light-keeper.....	\$246 88				
do	do superannuation tax.....	3 12				
			250	00		
do	Paid for wire cloth, turpentine, cartage, lime, labour, &c		20	33	270	33
	<i>Nine Mile Point.</i>					
Albert Dunlop.....	12 months' salary as Light-keeper.....	\$395 63				
do	do superannuation tax.....	4 37			400	00
	<i>Nottawasaga Island.</i>					
George Collins..	12 months' salary as Light-keeper	\$588 00				
do	do superannuation tax.....	12 00				
			600	00		
do	Building boat-house.....		100	00		
do	Repairs to cellar, \$29.75; to pay for materials required for life-boat \$21.....		50	75		
D. Robson.....	Advertising in Collingwood <i>Bulletin</i> erection of breakwater.....		3	00	753	75
	<i>Oakville Pier.</i>					
R. K. Ohisholm.....	12 months' salary as Light-keeper.....	\$197 50				
do	do superannuation tax.....	2 50				
			200	00		
do	Repairs, paint and painting Lighthouse and oil- tank		55	30	255	30
	<i>Owen Sound.</i>					
John Mackenzie.....	12 months' salary as Light-keeper.....				100	00
	<i>Parry Sound.</i>					
William McGown.....	12 months' salary as Light-keeper.....	\$296 25				
do	do superannuation tax.....	3 75			300	00
	<i>Palée Island.</i>					
James Cummins	12 months' salary as Light-keeper	\$429 69				
do	do superannuation tax.....	5 31			435	00
James Edwards.....	Paid for labour and materials furnished repairing Lighthouse.....		292	69	727	69
	<i>Penetanguishene.</i>					
Peter Kilrane.....	12 months' salary as Light-keeper	\$148 13				
do	do superannuation tax.....	1 87			150	00
	Carried forward.....				30,584	21

**STATEMENT of Expenditure on account of Maintenance of Lights above
Montreal, etc.—Continued.**

			\$ cts.	\$ cts.
	Brought forward			30,584 21
	<i>Pigeon Island.</i>			
Ambrose Davis.....	9 months' salary as Light-keeper		225 00	
J. W. Davis.....	3 do do		75 00	300 00
	<i>Point aux Anglais.</i>			
Edmond Charlebois..	12 months' salary as Light-keeper.....	\$197 50		
do	do superannuation tax.....	2 50		
			200 00	
A. Labrosse	Freight and wharfage of supplies.....		1 04	
E. Chanteloup.....	Plate-glass and wicks.....		72 19	
Edmond Charlebois.....	Stone, paint, boat, &c.		98 82	372 05
	<i>Point aux Pins.</i>			
W. G. Foote.....	12 months' salary as Light-keeper	\$148 13		
do	do superannuation tax.....	1 87		
			150 00	
do	Paid for wicks, burners, &c		4 35	
Joseph Cousins..	Survey of land		25 00	179 35
	<i>Point Claire Lightship No. 1.</i>			
Moise Leclerc.....	12 months' salary as Light-keeper.....	\$296 25		
do	do superannuation tax.....	3 75		
				300 00
	<i>Point Claire Lightship No. 2.</i>			
Benjamin Gloude	12 months' salary as Light-keeper.....	\$296 25		
do	do superannuation tax.....	3 75		
				300 00
	<i>Point à Cadieux.</i>			
Felix Valois	12 months' salary as Light-keeper.....	\$197 50		
do	do superannuation tax.....	2 50		
			200 00	
do	Paint, oil, brushes and repairs		19 85	
O. J. Devlin	Expenses of transfer of land.....		85 80	305 65
	<i>Point Clark.</i>			
John Young	12 months' salary as Light-keeper..	\$429 69		
do	do superannuation tax.....	5 31		
				435 00
	<i>Point Pelée Reef.</i>			
James Edwards.....	12 months' salary as Light-keeper	\$493 75		
do	do superannuation tax.....	6 25		
			500 00	
J. E. Snider	19,000 feet of oak-timber, \$15 per 1,000 feet... ..		285 00	
Pulford & Colson	Chain, nails, etc.....		68 03	853 03
	Carried forward			33,629 29

**STATEMENT of Expenditure on account of Maintenance of Lights above
Montreal, etc — Continued.**

			\$ cts.	\$ cts.
	Brought forward.....			33,629 29
	<i>Point Pleasant.</i>			
John Prinzer	12 months' salary as Light-keeper.....	\$296 25		
do	do superannuation tax	3 75		
do	Labour and team work.....		300 00	
A. G. Stanton	do		26 50	
Ephraim Wright.....	do		11 25	
Jacob Rose.....	do		8 75	
G. B. Leonard	Labour, drilling plugs, etc		15 87	
H. B. Rathburn & Son.....	Carpenter's work.....		19 25	
R. M. Horsey.....	Lumber and freight.....		43 55	
W. McCrossie.....	Grindstone and hardware.....		10 20	
William Carson.....	Lumber.....		6 48	
	15 cords stone, 100 bushels of lime, and labour		50 62	
				492 47
	<i>Point Peter.</i>			
Jas. Burlingham.....	12 months' salary as Light-keeper.....	\$395 00		
do	do superannuation tax.....	5 00		
John Richards.....	Rope, lumber, nails, and labour.....		400 00	
			79 80	
				479 80
	<i>Porphyry Point.</i>			
Donald Ross.....	12 months' salary as Light-keeper.....	\$395 00		
do	do superannuation tax	5 00		
				400 00
	<i>Port Burwell.</i>			
Alex. Sutherland	12 months' salary as Light-keeper... ..	\$222 50		
do	do superannuation tax.....	2 50		
				225 00
	<i>Port Colborne.</i>			
D. H. A. Fortier.....	12 months' salary as Light-keeper.....	\$395 00		
do	do superannuation tax	5 00		
J. W. Carmen.....	Advertising for tenders.....		400 00	
T. McCrosson.....	do		4 20	
William Arnott	Repairs to dwelling.....		10 00	
E. Chanteloup.....	Lantern and lighting apparatus		135 00	
			1,549 37	
				2,098 57
	<i>Port Dalhousie.</i>			
William Woodall.....	12 months' salary as Light-keeper... ..	\$296 25		
do	do superannuation tax	3 75		
E. Chanteloup.....	Burners, wicks, etc.....		300 00	
			35 20	
				335 20
	<i>Port Dover.</i>			
Henry Morgan.....	12 months' salary as Light-keeper.....	\$256 75		
do	do superannuation tax.....	3 25		
				260 00
	Carried forward.....			37,920 33

**STATEMENT of Expenditure on account of Maintenance of Lights above
Montreal, etc.—Continued.**

			\$ cts.	\$ cts.
	Brought forward.....			37,920 33
	<i>Port Mailand.</i>			
Fergus Schofield.....	12 months' salary as Light-keeper.....	\$345 63		
do	do superannuation tax	4 37		
			350 00	
James Nicholson.....	Shingles, lumber, bricks and lime.....		46 23	396 23
	<i>Port Stanley.</i>			
Charles Ead.....	12 months' salary as Light-keeper.....	\$272 19		
do	do superannuation tax.....	2 81		
				275 00
	<i>Presqu'Isle Main Light.</i>			
William H. Sherwood.....	12 months' salary as Light-keeper.....	\$333 26		
do	do superannuation tax.....	4 22		
			337 48	
John Mackenzie	Building oil-shed.....		50 00	
G. B. Simpson.....	To pay T. N. Scripture for lantern, etc.....		10 70	398 18
	<i>Range Lights and Buoys.</i>			
G. B. Simpson	12 months' salary as Light-keeper	407 33		
do	do superannuation tax.....	5 15		
			412 48	
do	Anchor and planking to mark old channel.....		6 00	
Andrew Hackett.....	2 buoys for Detroit River.....		34 80	453 28
	<i>River Ottawa Lights.</i>			
Steamer "White Bird"	Freight.....		1 75	
St. Lawrence and Ottawa Railway.....	do		1 50	
B. Grenier.....	Repairing tanks, flanges, piping, &c		5 30	
Z. Allard.....	1 day's labour.....		1 50	
Pare Bros.	Hardware, oil and paint.....		4 80	14 85
	<i>River Thames Light.</i>			
Thomas Cartier.....	12 months' salary as Light-keeper.....	429 69		
do	do superannuation tax.....	5 31		
			435 00	
John Flook.....	Furnishing and driving 18 piles of bolting, &c.....		108 00	
J. & W. McKeough.....	Cut nails.....		1 60	
S Hadley	Shingles		19 20	563 80
	<i>Rondeau Harbour.</i>			
Thomas Harrison.....	12 months' salary as Light-keeper.....	395 00		
do	do superannuation tax.....	5 00		
			400 00	
do	Boat hire and sundry repairs		99 66	
do	To pay for stone, labour, &c., on pier.....		100 00	
Jackson & Fuller.....	Stone used on pier.....		350 00	
H. S. A. Ormond.....	To pay for Dominion flag.....		14 25	
Thomas Harrison.....	Boat		75 00	
E. Chanteloup	Burners, wicks, &c		107 68	
Joseph White	On account of building new breakwater		1,200 00	
William Arnott	117 cords of stone @ \$4.25.....		497 25	
Chance Bros. & Co.....	Plate glass, £26 13s stg		129 70	2,973 54
	Carried forward.....			42,995 21

**STATEMENT of Expenditure on account of Maintenance of Lights above
Montreal, etc.—Continued.**

		\$	cts.	\$	cts.
	Brought forward.....			42,995	21
	<i>St. Anne Bout de l'Isle No. 1.</i>				
A. Carron.....	12 months' salary as acting Light-keeper.....	108	00		
do	Rent of land for 1874-5-6-7.....	48	00		
P. Carron	12 months' rent of land to 31st December, 1877	12	00		
D. Lebeau.....	Oil, paint, brush, &c.	2	65		
A. Carron	Clearing ground.....	20	00		
W. A. Reburn	Rent and damage to land on which the Lighthouse formerly stood.....	150	00		
Montreal Herald Co.....	Advertising for tenders for removal of old Light....	6	00		
Steamer "Dagmar".....	Freight on Light.....	10	25		
				348	90
	<i>St. Anne Bout de l'Isle No. 2.</i>				
A. Deschamps	12 months' salary as acting Light-keeper.....	100	00		
do	4 years' rent of land, 1874-5-6-7.....	24	00		
do	Painting Lighthouse.....	8	00		
				132	00
	<i>St. Placide.</i>				
O. Gauthier.....	12 months' salary as Light-keeper.....	100	00		
Bertrand & Lalonde.....	Freight and wharfage.	1	30		
B. J. Bertrand.....	To pay for land	200	00		
A. Bernard.....	do	100	00		
				401	30
	<i>Salmon Point.</i>				
Peter Huff.....	12 months' salary as Light-keeper.....	296	25		
do	do superannuation tax.....	3	75		
do				300	00
do	Land for Lighthouse, \$450, and expenses of survey, \$18.....	468	00		
Peter Huff.....	Lumber and scantling	10	60		
W. H. Allison	Drawing deed of land.....	14	10		
T. Morton.....	Paper and wicks.....	3	95		
John Richards.....	Hardware, lime, white lead, paint, &c.....	34	35		
E. Chanteloup.....	Lantern and lighting apparatus.....	612	81		
				1,443	81
	<i>Scotch Bonnet.</i>				
Robert Pye.....	12 months' salary as Light-keeper.....	\$395	00		
do	do superannuation tax.....	5	00		
				400	00
Richard Nixon	Lumber, lime and nails	5	73		
				405	73
	<i>Snake Island.</i>				
Nathaniel T. Orr.....	12 months' salary as Light-keeper.....	\$489	19		
do	do superannuation tax.....	5	31		
				495	00
R. N. Horsey.....	Hardware.....	17	33		
W. McCrossie.....	Plank and scantling.....	12	25		
James G. Allan.....	Placing 2 buoys.....	10	00		
				534	58
	Carried forward.....			46,261	53

**STATEMENT of Expenditure on account of Maintenance of Lights above
Montreal, etc — Continued.**

		\$	cts.	\$	cts.
	Brought forward.....			46,261	53
	<i>Southampton Range.</i>				
David Cascaden.....	12 months' salary as Light-keeper.....	100	00		
Deans, Brow & Godfrey..	4 lights, red glass, and customs dues.....	12	31		
D. M. Lambert.....	Burners.....	0	50		
E. Chanteloup.....	Lantern, reflector, burners, &c., and gallery round light.....	391	50		
Joseph White.....	Repairing lighthouse and pier, and building boat house, as per contract.....	914	93		
Canadian Express Co....	Freight on glass, &c.....	5	75		
Joseph Tomlinson.....	To pay for material and labour erecting lantern.....	76	09	1,501	08
	<i>Spectacle Shoal.</i>				
John Buck	12 months' salary as Light-keeper.....	\$552	00		
do	do superannuation tax.....	7	00	560	00
	<i>Sulphur Island.</i>				
William Shepherd.....	12 months' salary as Light-keeper.....	\$321	25		
do	do superannuation tax.....	3	75	325	00
do	Building store-room and material for same.....	30	90	355	00
	<i>Telegraph Island.</i>				
John Mason.....	12 months' salary as Light-keeper.....	\$197	50		
do	do superannuation tax.....	2	50	200	00
R. M. Horsey.....	Red and white lead, mammoth burners, &c.....	29	61		
Steamer "Hastings".....	Freight of supplies.....	4	00	233	61
	<i>Thunder Cape.</i>				
Duncan McEachen.....	12 months' salary as Light-keeper.....	\$493	75		
do	do superannuation tax.....	6	25	500	00
	<i>Victoria Island.</i>				
Francis Levan.....	12 months' salary as Light-keeper.....			100	00
	<i>Way Shoal.</i>				
A. Mongeon.....	12 months' salary as Light-keeper.....			100	00
	<i>Waller's Bay</i>				
Reuben Young	12 months' salary as Light keeper.....	\$148	13		
do	do superannuation tax.....	1	87	150	00
	<i>Wind Mill Point.</i>				
Burnard Kean.....	12 months' salary as Light-keeper.....	\$148	13		
do	do superannuation tax.....	1	87	150	00
E. Chanteloup.....	Re-silvering reflectors	55	80	205	80
	Carried forward.....			49,967	03

**STATEMENT of Expenditure on account of Maintenance of Lights above
Montreal, etc.—Continued.**

		\$	cts.	\$	cts.
	Brought forward.....			49,967	02
	<i>Wolfe Island.</i>				
Robert Gillespie.....	12 months' salary as Light-keeper.....	\$246	88		
do	do superannuation tax.....	3	12		
			250	00	
E. Baker.....	Rope.....		1	04	
H. M. Horsey.....	Paint, oil, and repairing can.....		6	65	
				257	69
	<i>General Account.</i>				
David Taylor.....	Freight and cartage of oil.....		7	70	
E. Chanteloup.....	Burners, wicks, oil tanks, plating reflectors, plate glass and reservoirs.....		3,047	61	
Lymans, Clare & Co.....	Paint, drugs, brushes, &c.....		384	22	
Denon, Drake & Co.....	Glass and Glazier's diamonds.....		29	45	
D. Phelan.....	2,100 lbs. soap at 6cts.....		126	30	
A. Ramsay & Son.....	Paint, white lead, glass, &c.....		1,926	85	
F. Dolan.....	Cotton, duck flannel, wall paper, towelling, &c.....		616	10	
W. Glendenning.....	7 stoves at \$12.00.....		84	00	
Fotheringham & Work- man.....	Hardware, iron plates, chains, &c.....		581	61	
Henry Cunningham.....	4 boats, oars, &c., complete.....		275	18	
Globe Printing Co.....	Advertising for tenders.....		26	20	
G. N. Pirie & Co.....	do in Toronto <i>National</i>		6	00	
J. J. Sydney.....	do Welland <i>Tribune</i>		3	00	
J. W. Carmen.....	do St. Catharines <i>News</i>		9	00	
Bengough Bros.....	do for oil.....		6	00	
E. J. B. Pense.....	do do.....		17	66	
A. Gunn & Co.....	Linseed oil, English oil, turpentine, &c.....		733	97	
do	Rent of store at Kingston.....		50	00	
do	Storage of oil.....		29	20	
Wm. Smith.....	Travelling expenses in upper lakes.....		62	00	
J. R. Gemmell.....	Advertising tenders for oil and for "Supply Steamer".....		9	90	
F. Fitzgerald & Co.....	Oil—5,688 galls. delivered at Goderich, at 24½cts. ....\$1,393 56 5,779 galls. delivered at Hamilton, at 24½cts. ....1,415 85 8,440 galls. delivered at Montreal, at 25½cts. ....2,152 20		4,961	61	
E. G. Laverdure.....	Oil tanks, rotary pump, rubber hose and tinware...		730	65	
Jos. Tomlinson.....	Travelling expenses.....		513	55	
John Harvie.....	In full for charter of Str. "Lake Erie" delivering supplies.....		2,200	00	
do	Allowance for demurrage, Str. "Lake Erie".....		28	12	
St. Lawrence & Ottawa Railway.....	Freight of supplies.....		1	50	
Chance Bros. & Co.....	Plate glass, £57 7s. 7d.....		279	25	
A. Bridge.....	Postages, telegrams, &c., for Superintendent of office.....		21	53	
Darius Smith.....	Pay-list for labor and general repairs.....		837	50	
do	Travelling expenses.....		427	10	
do	12 months' salary as Superintendent of Lights.....\$1,176 00				
do	Superannuation tax on above salary.....		24	00	
			1,200	00	
Capt. Graburn.....	Travelling expenses.....		27	00	
W. P. Anderson.....	do		15	63	
A. & H. Hackett.....	Allowance for Light Ship at Colchester Reef.....		700	00	
Montreal and Ottawa Forwarding Co.....	Freight and charges for delivering supplies.....		12	50	
	Carried forward.....	\$19,967	59	\$50,224	71

**STATEMENT of Expenditure on account of Maintenance of Lights above
Montreal, etc.—Continued.**

		\$ cts.	\$ cts.
	Brought forward.....	19,987 59	50,224 71
	<i>General Account—Concluded.</i>		
Quebec Harbour Commissioners.....	Old anchors, &c.....	379 10	
J. U. Gregory.....	To pay for repairs to old anchors.....	65 74	
F. H. Tomlinson.....	Scale for oil reservoirs.....	2 50	
Kingston Gas Co.....	Gas consumed in lighting clock, nine months to 31st December, 1877.....	274 52	
City Treasurer, Kingston	Salary of Keeper of clock.....	100 00	
Trinity House, London...	To pay for reflectors.....	11 05	
E. R. Kimpton.....	Binocular glasses for Lighthouses.....	48 59	
E. Devine.....	Advertising for oil in Toronto <i>Advertiser</i>	7 56	
G. B. Burland.....	Advertising for removal of light towers and for erecting new towers.....	6 40	
Montreal Herald Printing Co.....	Advertising for tenders for supplies.....	5 70	
Pare Bros.....	Lumber, paint, ropes, &c.....	19 53	
H. A. Nelson & Co.....	13 cases matches.....	44 45	
Hamilton Times Printing Co.....	Advertising tenders for supplies.....	9 54	20,962 27
	<i>Buoys and Beacons.</i>		
Joseph Wilson.....	Buoy Service, St. Joseph's North Channel Sault St. Marie.....	603 34	
do.....	Repairing and taking up and putting down in Sault St. Marie.....	623 60	
George Newlands.....	Buoy and anchor stones, Kingston Harbour.....	28 50	
William Lewis.....	Buoys, blocks, etc.....	29 40	
J. Grenier.....	Placing buoys, Port Lewis.....	60 00	
Andrew Hackett.....	3 new buoys for Amherstburg.....	59 27	
do.....	New buoys for Detroit River.....	80 86	
J. Spooner.....	2 sets of buoy irons.....	7 50	
L. Dubreuil.....	13 cords of stone and placing round the beacon, Orab Island.....	65 00	
A. Deschamps.....	Cedar for buoys.....	12 32	
T. Chapman.....	Shackles, iron and repairing.....	33 00	
Hamilton Spectator Printing Co.....	Advertising notice of buoys.....	3 22	
James Swift.....	Wharfage on buoy-stone at Kingston Harbour.....	10 00	
J. Matheson.....	Placing buoys at Nine Mile Point.....	16 00	
Capt. E. Monarque.....	Making anchor stones and placing two buoys, Lake St. Lewis.....	40 00	
D. Morrison.....	Placing buoys at Fort William.....	8 00	
A. Lockerbie.....	Repairing and placing buoys at Collingwood.....	77 00	
J. G. Wallace.....	Repairing buoys at Fiddler's Elbow.....	2 00	
T. Campbell.....	Replacing buoy, Burlington Bay.....	5 00	
Wm. Shannon.....	Timber for buoys, Grosse Point.....	24 80	
H. H. Woodward.....	Repairing chain for buoys at Long Point.....	6 00	
A. G. McDonald.....	Making and placing buoys at Gallop's Rapids.....	134 97	
J. McIntyre.....	do do Kaministiquia.....	58 35	1,988 13
	Total.....		\$73,175 11

WM. SMITH,

Deputy Minister of Marine and Fisheries.

JOHN TILTON,
Accountant.

STATEMENT of Expenditure in connection with Maintenance of Lights
between Montreal and Quebec, etc.—*Continued.*

		\$ cts.	\$ cts.
	Brought forward.....		1,354 07
	<i>Contrecoeur (Two Range Lights.)</i>		
A. Gervais.....	Salary as Keeper	75 00	
N. Lacroix.....	do	100 00	
do	Repairs to Light, &c.....	13 00	188 00
	<i>Grondines (Two Range Lights.)</i>		
Widow J. Trottier	Salary as Keeper No. 1.....	100 00	
Epi. Trottier	do No. 2.....	100 00	
J. Trottier	Fuel for 1877-78.....	8 00	
E. Trottier.....	do	4 00	
Audet & Robitaille.....	Rope.....	10 80	
Archer & Co.....	Lumber	12 50	
J. Nadeau.....	Travelling expenses.....	9 95	
J. M. Tardivel.....	Glass.....	18 00	
S. Bedard.....	Lantern top	6 50	
J. Boivin.....	Iron	5 30	
T. Routier.....	Building for new lantern, &c.....	82 00	357 05
	<i>Isle à la Bague (One Light.)</i>		
J. Ethier.....	Salary as Keeper	160 00	
do	Putting up and taking down tower.....	30 00	
do	Repairing pier.....	35 00	
do	do tower.....	10 25	
do	Putting up tower.....	15 00	250 25
	<i>Isle de Grace (1 Light.)</i>		
Ed. Paul.....	Salary as Keeper.....	300 00	
do	Putting up and taking down tower	45 00	
do	do tower.....	22 50	
P. Bellefeuille.....	Lumber and repairs to Light.....	9 00	
R. Courchene.....	Repairs to iron work.....	13 45	
A. Portelance.....	Iron and cover.....	3 00	392 95
	<i>Isle à la Pierre (Two Range Lights.)</i>		
J. Lamoureux.....	Salary as Keeper	300 00	
do	Fuel, 1877-78.....	10 00	
P. Bellefeuille	Repairs to lantern.....	44 62	
J. B. Vigneau.....	Lumber, &c., for light house.....	17 62	
O. Labelle	Groceries, oil and paint.....	19 16	
—Brassard.....	Legal services	51 65	
E. Duquet & Co	Clock	5 50	
J. M. Tardivel.....	Plate glass.....	8 00	
P. Bellefeuille.....	Stove	9 00	465 55
	<i>Isle aux Prunes (One Light)</i>		
J. B. Chagnon Larose.....	Salary as Keeper.....	150 00	
do	Putting up and taking down tower, 1877.....	40 00	
do	do tower, 1878.....	20 00	
do	Fuel, 1877-78.....	8 00	
S. Bedard.....	Stove pipe.....	3 50	231 50
	Carried forward.....		3,229 37

**STATEMENT of Expenditure in connection with Maintenance of Lights
between Montreal and Quebec, etc.—Continued.**

		\$ cts.	\$ cts.
	Brought forward		3,229 37
	<i>Isle aux Raisins (Two Range Lights.)</i>		
O. Letendre.....	Salary as Keeper.....	380 00	
do	Putting up and taking down tower, 1877.....	30 00	
do	do tower, 1878.....	15 00	
do	Fuel, 1877-78.....	12 00	
do	Clearing canal.....	10 00	
C. LaBelle.....	Coal, tar, paint, canvass, &c.....	14 96	
F. O. Vallerand.....	Lamp.....	8 75	
			390 71
	<i>Isle Ste. Thérèse (Two Range Lights.)</i>		
T. Brodeur.....	Salary as Keeper, No. 1.....	180 00	
S. Reeves.....	do No. 2.....	80 00	
J. M. Tardivel.....	Glass.....	50 50	
S. Bedard.....	Ventilator.....	6 50	
F. O. Vallerand.....	Chimneys and wicks.....	1 20	
T. Brodeur.....	Painting, cartage and freight.....	6 90	
			325 10
	<i>Lacolle (Two Range Lights.)</i>		
W. H. Vanvliet.....	Salary as Keeper.....	\$143 28	
do	Superannuation tax.....	6 72	
		150 00	
E. Chanteloup.....	Replating reflector.....	12 00	
S. Bedard.....	Reflector repaired.....	1 00	
			163 00
	<i>Lavaltrie (Two Range Lights.)</i>		
D. Giguere.....	Salary as Keeper.....	\$287 81	
do	Superannuation tax	12 19	
		300 00	
do	Putting up and taking down tower, 1877.....	60 00	
do	do tower, 1878.....	30 00	
do	Fuel, 1877-78.....	40 00	
do	Repairs.....	9 00	
C. Hieureux.....	Ground rent	30 00	
J. Boivin.....	Iron	44 57	
T. Routier.....	Repairs.....	12 80	
P. Whitting	Punching plates	4 32	
			530 69
	<i>Lightship No. 1.</i>		
A. Auger.....	Salary as Keeper.....	\$496 24	
do	Superannuation tax	3 76	
		500 00	
P. Bellefeuille.....	Fuel, 6 cords @ \$5.00.....	30 00	
do	Wintering and repairs, watching, &c.....	82 40	
A. Portelance.....	Blacksmith's repairs.....	23 57	
E. Courchene.....	Iron and repairs.....	2 10	
Z. Lapierre.....	Boat.....	36 00	
C. LaBelle.....	Paint, oils, &c.....	45 68	
Audet & Robitaille.....	Rope and canvass.....	26 38	
			746 13
	Carried forward.....		5,385 00

**STATEMENT of Expenditure in connection with Maintenance of Lights
between Montreal and Quebec, etc.—Continued.**

		\$	cts.	\$	cts.
	Brought forward.....			5,385	00
	<i>Lightship No. 2.</i>				
H. Fisot.....	Salary as Keeper.....	\$496	24		
do	Superannuation tax.....	3	76		
			500	00	
Beauchemin et fils.....	Iron work (repairs)		653	92	
Modeste Fréchette	Repairs to Lightship.....		1,350	00	
O. LaBelle.....	Paint, oils, &c.....		103	96	
P. Bellefeuille.....	Wintering and repairs, watching, &c.....		79	75	
M. Fréchette.....	do taking out ballast		145	00	
P. Jobin.....	Survey.....		32	30	
C. McLaren.....	Cement.....		36	00	
P. Bellefeuille.....	Fuel and freight.....		40	00	
B. Signell.....	Boat.....		30	00	
A. Portelance.....	Blacksmith's repairs		7	90	
E. Courchene.....	Iron and repairs		6	80	
Audet & Robitaille.....	Rope, canvass, &c.....		3	50	
				2,989	13
	<i>L'Islet, Richelieu (One Light.)</i>				
C. Blais.....	Salary as Keeper.....		200	00	
do	Fuel and boat hire.....		21	25	
J. M. Tardivel.....	Plate glass		46	00	
				267	25
	<i>Lightship No. 3.</i>				
A. Magnon	Salary as Keeper.....	\$496	24		
do	Superannuation tax.....	3	76		
			500	00	
P. Bellefeuille	Wintering and repairs.....		90	98	
do	Fuel, six cords, at \$5.....		30	00	
C. LaBelle.....	Paint, oil, &c.....		68	84	
E. Chanteloup.....	Repairs to lantern, &c.....		27	00	
Audet & Robitaille.....	Rope, canvass, &c.....		21	63	
A. Portelance.....	Blacksmith's repairs.....		22	00	
E. Courchene.....	Repairs, iron work of lantern.....		2	00	
S. Bedard.....	Stove, pipe and repairs.....		16	60	
				769	05
	<i>Lotbinière (Two Range Lights.)</i>				
O. Beaudet.....	Salary as Keeper. No 1.....		80	00	
O. C. De la Cherrotiere ..	do 2.....		80	00	
				160	00
	<i>Montreal Harbour (Two Range Lights.)</i>				
Wm. Jeffs.....	Salary as Keeper		250	00	
do	Taking down and putting up towers, 1877.....		70	00	
do	Repairs, \$21.10; fuel, \$7.....		28	10	
do	Storage		40	00	
Lee, Brady & Co.....	Repairs.....		295	65	
				683	75
	<i>North Half Way Point (Two Range Lights.)</i>				
D. Menard.....	Salary as Keeper	\$163	10		
do	Superannuation tax.....	6	90		
			170	00	
do	Stone for repairs		30	00	
				200	00
	Carried forward.....			10,454	18

**STATEMENT of Expenditure in connection with Maintenance of Lights
between Montreal and Quebec, etc.—Continued.**

		\$ cts.	\$ cts.
	Brought forward.....		10,454 18
	<i>Platon (Two Range Lights.)</i>		
P. Beaudet.....	Salary as Keeper.....	150 00	
do	Freight of supplies.....	4 60	
P. Jobin.....	Repairs to Lighthouse, &c.....	177 60	
H. Robitaille.....	Sinkers.....	28 40	
F. Routier.....	Travelling expenses.....	20 65	
J. Tomlinson.....	do	49 75	
Archer & Co.....	Lumber.....	14 43	
T. Routier.....	Repairs.....	4 50	
S. Bedard.....	Repairs to lamps.....	2 50	
J. Boivin.....	Nails.....	2 00	
			455 43
	<i>Point aux Trembles (Two Lights)</i>		
A. Lamoureux.....	Salary as Keeper.....		130 00
	<i>Point du Lac (One Light.)</i>		
M. Paquin.....	Salary as Keeper.....	100 00	
do	Passage to Quebec and return and cutting down trees.....	11 75	
			111 75
	<i>Point Citrouilles (One Light.)</i>		
C. Prunelle.....	Salary as Keeper.....	250 00	
do	Fuel, \$5; Repairs, \$6.....	11 00	
J. H. Marchildon.....	Ground rent.....	12 00	
S. Bedard.....	Stove pipe.....	15 25	
F. O. Vallerand.....	Lamps.....	1 25	
			289 50
	<i>Port St. François (Three Range Lights.)</i>		
E. Duval.....	Salary as Keeper.....	200 00	
do	Boat, \$8; repairing wharf, \$9.70.....	17 70	
H. Brassard.....	Putting up and taking down tower, 1877.....	40 00	
do	Putting up tower, 1878.....	30 00	
do	Storage of 2 towers, 1876-77.....	20 00	
Capt. Duval.....	do 1 tower, 1876-77, and 1877-78.....	20 00	
P. Jobin.....	Repairs and travelling expenses.....	11 95	
S. Bedard.....	Repairs to lamps.....	4 50	
			344 15
	<i>St. Pierre les Becquets (One Light.)</i>		
J. Charland.....	Salary as Keeper.....	70 00	
J. M. Tardivel.....	Painting.....	37 25	
			107 25
	<i>St. Valentine (Two Range Lights.)</i>		
P. Martin.....	Salary as Keeper.....	143 91	
do	Superannuation tax.....	6 09	
			150 00
	<i>Rivière du Chêne (One Light.)</i>		
Widow J. Langlois.....	Salary as Keeper.....	75 00	
J. M. Tardivel.....	Plate glass.....	16 00	
			91 00
	Carried forward.....		12,133 26

**STATEMENT of Expenditure in connection with Maintenance of Lights
between Montreal and Quebec, etc.—Concluded.**

		\$ cts.	\$ cts.
	Brought forward.....		12,133 26
	<i>Repentigny (Two Range Lights.)</i>		
C. Rivet.....	Salary as Keeper, No. 1.....	70 00	
J. B. Lachapelle.....	do 2.....	70 00	
F. X. Dery.....	Tanks.....	12 00	
			152 00
	<i>Sorel Harbour (Two Range Lights.)</i>		
Richelieu Co.....	Keeping light during 1877-78.....		85 00
	<i>Buoys.</i>		
M. Bergeron.....	Spars.....	18 00	
T. Routier.....	New buoy.....	6 20	
			24 20
	<i>General Account.</i>		
F. E. Fitzgerald & Co.....	4,690 gallons of petroleum, at 26c.....	1,219 40	
E. Chanteloup.....	Lamps, burners, &c.....	614 25	
F. O. Vallerand.....	Burners.....	121 50	
J. Nadeau.....	Salary as Assistant Inspector of Lights.....	760 00	
do.....	Travelling expenses.....	31 80	
J. Boivin.....	Paint and hardware.....	471 32	
L. Bourget.....	Soap, brooms, &c.....	74 10	
J. Vaudry.....	Glass cloth.....	64 84	
J. M. Tardivel.....	Paint brushes, diamonds.....	41 65	
P. Perron.....	13½ cords of firewood, at \$3 30.....	43 72	
S. Marcotte.....	Ruling and printing pay sheets, &c.....	30 00	
O. E. Holiwell.....	Stationery.....	18 00	
B. Desgagne.....	Chimney cleaners.....	22 80	
J. P. Dery.....	Stationery.....	19 25	
Dawson & Co.....	do.....	5 65	
P. Bellefeuille.....	Expenses and services.....	38 60	
W. Barbour.....	Paid for cartage, baskets, &c.....	5 50	
T. Routier.....	Repairs to lamps, frames, &c.....	16 35	
L. Poliquin.....	Ladder.....	2 90	
			3,601 63
	Total.....		\$15,996 09

WM. SMITH,
Deputy Minister of Marine and Fisheries.

JOHN TILTON,
Accountant.

APPENDIX No. 9.

STATEMENT of Expenditure on account of Maintenance of Lights below
Quebec, for the Fiscal Year ended 30th June, 1878.

	<i>Algernon Rock.</i>	\$ cts.	\$ cts.
E. Chanteloup.....	Glass, &c., for Lighthouse.....	38 00	
J. M. Tardivel.....	Painting.....	14 60	
J. Boivin.....	Hardware.....	9 35	
A. H. Murphy.....	Cement.....	10 00	
A. Robitaille.....	Coal tar and brushes.....	4 70	
T. Parent.....	Lime.....	1 30	
			77 85
	<i>Amherst Island.</i>		
W. Cermier.....	12 months' salary as Light-keeper..... \$296 24		
do.....	Superannuation tax..... 3 76		
		300 00	
M. Boyce.....	2 cords wood, at \$4 per cord.....	8 00	
do.....	Paint oil and repairing lamps.....	12 20	
G. Seifert.....	Telescope.....	13 60	
F. O. Vallerand.....	Chimneys and wicks.....	3 40	
J. Vaudry.....	Cloth and leather.....	3 90	
J. Boivin.....	Shovel, files, &c.....	1 90	
F. O. Vallerand.....	Lamps.....	1 65	
J. M. Tardivel.....	Glass.....	10 91	
			355 36
	<i>Anticosti (West Point).</i>		
L. Malouin.....	12 months' salary as Light-keeper..... \$395 00		
do.....	Superannuation tax..... 5 00		
		400 00	
do.....	Allowance for an Assistant.....	200 00	
P. Jobin.....	Building breakwater.....	469 44	
T. Routhier.....	Making new grappels.....	15 60	
L. Arel.....	Provisions.....	3 90	
G. Boushard.....	do.....	5 10	
J. Boivin.....	Hardware.....	46 88	
Capt. Duval.....	Lumber.....	19 68	
B. Setter.....	Furnishing and delivering lumber for breakwater, as per contract.....	250 00	
O. & W. Wurtele.....	Iron.....	3 63	
L. Bourget.....	Provisions.....	15 00	
W. H. Laroche.....	Medicines.....	35 35	
T. Houghton.....	Horse shoes.....	7 20	
J. Taylor & Bro.....	Fire extinguisher.....	42 80	
T. Parent.....	Barrels and lime.....	10 30	
Audet & Robitaille.....	Chains and spikes.....	92 20	
J. Boivin.....	Paint, nails, &c.....	16 25	
Fisher & Blouin.....	2 horse collars, comb, halter, &c.....	12 85	
B. D. Dion & Co.....	Oats, bran, &c.....	25 00	
J. M. Tardivel.....	Glass and putty.....	2 16	
F. O. Vallerand.....	Lamps and chimneys.....	4 80	
S. Bedard.....	Stove pipes.....	5 00	
L. Leclerc.....	336 lbs. junk, at 4½ cents.....	15 12	
J. Vaudry.....	Cloth and leather.....	4 50	
	Dépôt :-		
E. D. Dion & Co.....	Flour.....	17 60	
G. Bouchard.....	Pork.....	19 00	
			1,739 36
	Carried forward.....		2,172 57

STATEMENT of Expenditure on account of Maintenance of Lights below
Quebec, etc.—*Continued.*

		\$ cts.	\$ cts.
	Brought forward.....	.....	2,172 57
	<i>Anticosti (South-West Point.)</i>		
E. Pope	12 months' salary as Light-keeper.....	\$395 00	
do	Superannuation tax	5 00	
do	Allowance for two Assistants.....	400 00	
E. D. Dion & Co.	Oats, bran, &c.....	20 25	
W. H. Laroche.....	Medicines.....	12 40	
Audet & Robitaille.....	Flag.....	12 00	
J. Vaudry.....	Cloth and leather.....	9 60	
J. Boivin.....	Hardware.....	8 60	
J. M. Tardivel.....	Glass.....	4 50	
G. T. Phillips.....	Rubber hose and emery cloth	4 90	
			872 25.
	<i>Anticosti (South Point.)</i>		
D. Tétu	12 months' salary as Light-keeper... ..	\$588 00	
do	Superannuation tax	12 00	
do	Building engine-house.....	600 00	
do	Scow	150 00	
R. Blakiston.....	Sails	150 00	
Audet & Robitaille.....	Anchor and chain	60 83	
J. Eden.....	Hardware	54 29	
T. Routier.....	Making steam-funnel.....	12 55	
C. & W. Wurtele	Iron	9 30	
J. Vaudry.....	Cloth and leather.....	8 09	
J. Boivin.....	Hardware.....	4 50	
Duquet & Co.....	Clock.....	2 25	
S. Bédard	4 lamps, stove and piping, etc.....	5 50	
V. Bélanger & Co.....	Paint, vice, etc	64 00	
		13 80	
	<i>Fog-Whistle:—</i>		
D. Tétu	Allowance for 12 months' salary of Engineer..	520 00	
do	100 cords wood, \$3.00.....	300 00	
E. Chanteloup.....	Brass tubes.....	365 67	
Pratt, Whitney & Co.....	Die-stock.....	27 75	
G. T. Phillips.....	Rubber, check-valves, steam gauge, etc.	104 65	
T. Parent.....	100 coal barrels headed and filled.....	27 00	
Audet & Robitaille	Wire rope.....	1 20	
			2,481 38.
	<i>Anticosti (East Point.)</i>		
T. Gagné.....	12 months' salary as Light-keeper.....	\$395 00	
do	Superannuation tax	5 00	
do	Allowance for 2 Assistants.....	400 00	
W. Barbour	Building barn, and repairs.....	400 00	
Audet & Robitaille.....	Chain, canvas, etc.....	175 00	
Archer & Co.....	Lumber.....	87 68	
E. D. Dion.....	Oats and bran.....	51 08	
T. Routier	Making drills, punches, repairing tools, etc .	20 25	
J. Boivin.....	Hardware.....	24 60	
T. Routier.....	Grapple and chain.....	33 70	
J. Vaudry.....	Cloth and leather.....	11 20	
T. Houghton.....	Horse-shoes.....	5 40	
W. H. LaRoche	Medicines.....	3 90	
S. Bédard.....	Stove-plates.....	0 75	
		4 57	
	<i>Depot:—</i>		
J. Vaudry	Clothing	73 57	
L. Bourget.....	Salt.....	1 60	
E. D. Dion & Co.....	Flour.....	66 00	
			1,359 30.
	Carried forward.....	.....	6,885 50

**STATEMENT of Expenditure on account of Maintenance of Lights below
Quebec, etc.—Continued.**

		\$	cts.	\$	cts.
	Brought forward.....			6,885	50
	<i>Bas St. Paul.</i>				
H. Tremblay.....	12 months' salary as Light-keeper.....	\$197	48		
do	Superannuation tax	2	52		
			206	00	
do	Fuel, 1877-78		30	00	
do	Boat and repairs		86	50	
J. M. Tardivel	Painting.....		51	00	
A. Learmonth	Wrench.....		12	00	
Audet & Robitaille.....	Rope.....		7	28	
J. Boivin.....	Grindstone and axe		7	65	
T. Parent.....	Water-barrel.....		3	00	
J. Vaudry.....	Cloth and leather.....		1	50	
T. Routhier..	Making double doors.....		3	00	
				401	93
	<i>Bellechasse.</i>				
E. Thivierge.....	12 months' salary as Light-keeper	\$316	00		
do	Superannuation tax	4	00		
			320	00	
do	Fuel, \$10; repairs to slip, \$21.85.....		31	85	
J. Vaudry.....	Cloth and leather		2	40	
J. Boivin	Tools.....		2	80	
F. O. Vallerand.....	Lamps.....		2	20	
T. Routier.....	Repairs to Lighthouse, &c.....		40	00	
				399	25
	<i>Belle Isle.</i>				
M. Colton	12 months' salary as Light-keeper.....	\$588	00		
do	Superannuation tax	12	00		
			600	00	
do	Allowance for Assistant, \$260; for Gunner, \$200 ..		460	00	
do	Board and lodging for workmen whilst repairing Lighthouse.....		8	00	
T. Parent	Coal barrels		56	50	
A. H. Murphy	15 chaldrons coal, at \$7.....		105	00	
E. D. Dion.....	Oats and bran		43	75	
Archer & Co.....	Lumber.....		8	69	
J. Vaudry.....	Flannel		9	96	
Fisher & Blouin.....	Horse collar.....		10	00	
J. M. Tardif	Spars		9	50	
J. Boivin.....	Paint and brushes		48	80	
Audet & Robitaille.....	Rope.....		2	25	
O. Gourdeau.....	7 days' labour at repairs		10	50	
G. T. Phillips.....	Brass castings and repairs.....		22	25	
O. & W. Wurtele.....	Iron		5	55	
W. H. Larocche.....	Medicines		1	05	
G. T. Phillips.....	Hooks		4	60	
S. Bedard.....	Stovepipes		14	25	
V. Belanger & Co.....	Hammer		1	90	
Chance Bros. & Co	Lamps and lighting apparatus		720	64	
	Depot:—				
E. D. Dion.....	Flour.....		121	00	
G. Bouchard.....	Pork.....		133	00	
L. Bourget.....	Salt		1	50	
				2,398	69
	Carried forward.....			10,085	37

**STATEMENT of Expenditure on account of Maintenance of Lights below
Quebec, etc.—Continued.**

		\$	cts.	\$	cts.
	Brought forward.....			10,085	37
	<i>Dicquette.</i>				
T. LeBel.....	12 months' salary as Light-keeper.....	\$395	00		
do	Superannuation tax	5	00		
			400	00	
do	Allowance for Gunner.....		200	00	
do	Fuel, 1877-78.....		24	00	
do	Hangard		12	00	
do	Paid for freight, cartage and postage.....		8	60	
J. Boivin	Hardware		20	64	
Archer & Co.....	Lumber.....		19	63	
L. Leclerc.....	Junk.....		28	62	
Audet & Robitaille.....	Chain, oars, etc.....		13	20	
J. Vaudry.....	Cloth and leather.....		4	60	
G. T. Phillips.....	Gun-metal, etc.....		2	75	
T. Parent.....	Lime		1	30	
A. Pelletier & Fils	do		1	25	
T. LeBel.....	Allowed on exchange of boat		4	00	
				740	49
	<i>Bird Rocks.</i>				
P. Whalen.....	12 months' salary as Light-keeper.....	\$588	00		
do	Superannuation tax.....	12	00		
			600	00	
P. Whalen	Allowance for two Assistants.....		900	00	
Audet Robitaille.....	Rope, canvas, etc.....		142	93	
Archer & Co.....	Lumber.....		54	40	
T. Parent.....	Barrels and lime.....		47	60	
A. H. Murphy.....	12 chaldrons coal.....		81	00	
J. Boivin.....	Hardware		51	80	
J. M. Tardivel.....	Glaziers' diamond and glass.....		7	85	
J. Côté.....	Firewood.....		10	20	
J. Vaudry.....	Cloth and leather.....		4	50	
W. H. Laroché.....	Medicine.....		3	00	
F. O. Vallerand.....	Lamps.....		1	50	
G. T. Phillips.....	Lead		5	60	
G. Bisset.....	Ratchet-wheel.....		0	98	
L. Leclerc.....	Junk.....		25	20	
T. Boutier.....	Making step-ladder, etc.....		10	80	
S. Bedard.....	Lamps repaired.....		4	60	
Chance Bros. & Co.....	Lamps and lighting apparatus.....		720	64	
	Depot:—				
E. D. Dion & Co.....	Flour, peas, etc.....		112	20	
G. Bouchard	Pork.....		95	00	
H. Robitaille	Repairing stove		2	00	
				2,887	20
	<i>Brandy Pots.</i>				
N. Richard	12 months' salary as Light-keeper.....	\$295	80		
do	Superannuation tax.....	5	00		
			400	00	
do	Fuel, 1877-78.....		20	00	
J. Vaudry	Cloth and leather		2	40	
V. Bélanger & Co.....	Paint.....		4	20	
				426	60
	<i>Cap aux Oies.</i>				
J. Savard	12 months' salary as Light-keeper	\$197	48		
do	Superannuation tax	2	52		
			200	00	
	Carried forward		200	00	14,139 66

STATEMENT of Expenditure on account of Maintenance of Lights below
Quebec, etc.—Continued.

		\$ cts.	\$ cts.
	Brought forward	200 00	14,139 6c
	<i>Cap aux Oies—Concluded.</i>		
J. Savard.....	Fuel, 1877-78	20 00	
do	Paid for repairs to closet, etc.	11 90	
do	do making cistern	20 05	
Mrs. J. Bouchard	Land and right of way	80 00	
C. Clement.....	Deed of sale	5 50	
C. Côté	Expenses	5 00	
T. Lapierre.....	Boat	33 60	
F. X. Dery.....	Tanks	12 00	
G. T. Phillips.....	Lead piping and repairs	3 00	
J. Vaudry.....	Cloth and leather	1 50	
Audet & Robitaille	Rope and flag	9 38	
F. O. Vallerand.....	Lamp and chimney	1 10	
J. Boivin	Axes, files, etc.	1 50	
			404 53
	<i>Cape Chatte.</i>		
T. Côté.....	12 months' salary as Light-keeper.....	\$296 24	
do	Superannuation tax	3 76	
do		300 00	
do	Landing supplies	4 00	
do	Fuel, 1877-78	20 00	
T. Routier.....	Repairs and travelling expenses	37 50	
J. Boivin	Store	21 00	
J. Vaudry.....	Cloth and leather	2 40	
T. Routier.....	Building new house	627 55	
J. Boivin	Nails	10 75	
P. Corriveau.....	Laths	9 60	
V. Gosselin.....	Hammer	2 30	
Archer & Co.....	Lumber	274 64	
			1,309 74
	<i>Cape Despair.</i>		
J. Beck	12 months' salary as Light-keeper	\$395 00	
do	Superannuation tax	5 00	
do		400 00	
do	On account of building stable	50 00	
do	Fence, \$5.13; fuel, \$8	13 13	
A. Painchaud.....	Survey and plan	12 50	
J. Boivin	Paint	9 35	
F. O. Vallerand.....	Lamps and chimneys	7 70	
W. H. Laroche.....	Medicines	3 40	
J. M. Tardivel.....	Glass	3 05	
J. Vaudry.....	Cloth and leather	2 40	
S. Bédard.....	Lamps repaired	2 00	
			503 53
	<i>Cape Gaspé.</i>		
O. D. Esnouf	12 months' salary as Light-keeper	395 00	
do	Superannuation tax	5 00	
do		400 00	
Archer & Co.....	Lumber	49 88	
Audet & Robitaille	Sheaves, wire and rope	35 40	
A. Painchaud.....	Survey and plan	23 75	
A. H. Murphy.....	700 bricks, at \$2.80	19 60	
T. Routier.....	Store	25 15	
E. Chanteloup.....	Glass	14 00	
F. O. Vallerand.....	Chimneys and wicks	9 95	
T. Parent.....	Lime and water barrels	6 90	
Dinning & Webster.....	Cement	5 25	
	Carried forward	589 88	16,357 46

STATEMENT of Expenditure on account of Maintenance of Lights below
Quebec, etc.—Continued.

		\$	cts.	\$	cts.
	Brought forward	589	88	16,357	46
	<i>Cape Gaspé—Concluded.</i>				
J. Boivin.....	Brushes.....	8	25		
J. M. Tardivel.....	Glaziers' diamond, &c.....	4	25		
C. D. Eanouf.....	Postages.....	2	24		
J. Vaudry.....	Cloth and leather.....	3	00		
S. Bédard.....	Stove pipe.....	4	75		
V. Bélanger & Co.....	Nails, axe, &c.....	10	00		
	Fog-Whistle:—				
O. D. Esnouf.....	12 months' salary as Engineer.....	400	00		
Intercolonial Coal Mine Co.....	90 tons of coal at \$1.80, \$162; trimming, \$5.40.....	167	40		
G. T. Phillips.....	Repairing steam guage and tubing.....	33	50		
S. J. Shaw.....	Tube expanders.....	47	00		
C. D. Esnouf.....	Landing coals.....	67	00		
John Roberts.....	4 cords of hard-wood, \$34; 4 cords soft-wood, \$18.....	52	00		
				1,389	27
	<i>Cape Magdalen.</i>				
G. Lavergue.....	12 months' salary as Light-keeper.....	296	24		
do.....	Superannuation tax.....	3	76		
		300	00		
do.....	Building fence and repairs.....	113	55		
do.....	Fuel, 1877-78.....	25	00		
E. Vachon & Co.....	Repairs to road.....	27	62		
Audet & Robitaille.....	Chain, rope, &c.....	8	20		
J. Vaudry.....	Cloth and leather.....	3	00		
J. Boivin.....	Zinc.....	1	45		
J. Ross.....	Land for use of Lighthouse.....	200	00		
S. Bédard.....	Repairs to lamps, &c.....	36	35		
E. J. Flynn.....	Professional services connected with purchase of land.....	57	00		
V. Belanger & Co.....	Nails.....	1	70		
				773	87
	<i>Cape Norman.</i>				
Henry Locke.....	12 months' salary as Light-keeper.....	493	72		
do.....	Superannuation tax.....	6	28		
		500	00		
W. Barbour.....	Paid for boat.....	24	00		
F. O. Vallerand.....	Chimneys and wicks.....	9	85		
J. Vaudry.....	Cotton, cloth and leather.....	11	19		
J. Boivin.....	Hardware.....	9	65		
Archer & Co.....	Lumber.....	3	75		
W. H. Laroché.....	Medicines.....	1	75		
Audet & Robitaille.....	Halyard and canvas.....	10	60		
S. Bédard.....	Lamps, stoves, &c.....	83	50		
				654	29
	<i>Cape Ray.</i>				
R. Rennie.....	12 months' salary as Light-keeper.....	\$588	00		
do.....	Superannuation tax.....	12	00		
		600	00		
do.....	Fuel, 1876-77.....	100	00		
do.....	Wrench and chisel.....	5	75		
do.....	Making road.....	100	00		
J. Boulanger.....	Putting up shed.....	129	00		
E. Gazeau.....	Oart.....	60	00		
Archer & Co.....	Lumber.....	62	85		
T. Routier.....	Repairs.....	12	20		
	Carried forward.....	1,069	80	19,174	89

STATEMENT of Expenditure on account of Maintenance of Lights below
Quebec, etc.—*Continued.*

		\$	cts.	\$	cts.
	Brought forward.....	1,069	80	19,174	89
	<i>Cape Ray—Concluded.</i>				
J. Vaudry	Cloth and leather	4	50		
T. Parent	Water barrels.....	9	00		
J. Boivin.....	Hardware	51	35		
Duquet & Co.	Clock	5	50		
F. O. Vallerand.....	Lamps and chimneys.....	9	05		
L. Bourget	Salt	0	75		
B. Vohl.....	Telescope	12	00		
Audet & Robitaille.....	Canvas, rope, &c.....	29	25		
S. Bédard.....	Lamps, pipes and repairs.....	69	95		
	<i>Fog Whistle:—</i>				
R. Rennie	12 months' salary as Engineer.....	400	00		
H. W. Johnston.....	Paid for landing coal	33	55		
G. T. Phillips	Lead piping, plumbers' repairs, &c	47	80		
T. Parent.....	Lime	2	60		
C. and W. Wurtele.....	Cast steel.....	2	70		
S. J. Shaw.....	Tube expanders and joints	67	25		
L. Aré.....	Tallow	6	00		
T. Routier.....	Building scow	129	95		
	<i>Cape Rosier.</i>			1,951	00
A. Trudeau.....	12 months' salary as Light-keeper	\$395	00		
do	Superannuation tax	5	00		
do	Allowance for two Assistants.....	400	00		
J. Vaudry	Fuel, 1877-78	18	00		
do	Board of workmen and repairs	59	00		
T. Routier.....	Making sashes, windows, repairs to lighthouse, iron work, &c.....	355	43		
J. M. Tardivel	Painting	78	00		
do	Glass	36	45		
J. Vaudry	Cloth and leather	9	50		
F. O. Vallerand.....	Chimneys and wicks.....	11	15		
J. Boivin	Hardware.....	75	64		
T. Parent	Lime	2	60		
J. Eden	Freight.....	8	00		
Archer & Co.....	Lumber.....	61	02		
Duquet & Co.....	Clock.....	3	00		
A. Trudeau.....	Postages, &c.....	4	32		
C. and W. Wurtele.....	Iron	2	44		
Dinning & Webster	Cement.....	5	00		
Audet & Robitaille.....	Halyard	1	00		
S. Bédard	Measures, pipe, &c.....	4	50		
L. Leclerc.....	336 lbs. junk.....	15	12		
	<i>Chicoutimi Range.</i>			1,550	19
D. Price.....	Salaries of Keepers, for season of 1877.....	192	00		
T. Parent.....	12 buoys at \$40.00	480	00		
O. Tremblay.....	Placing buoys, \$92.43; oil, \$32.50	124	93		
St. Lawrence Steam Navigation Co.	Freight.....	65	70		
J. Nadeau.....	Travelling expenses, looking after buoys	20	75		
G. Turgeon.....	Blacksmith's repairs	35	29		
J. Boivin.....	Hardware	3	50		
C. & W. Wurtele.....	Iron	3	10		
T. Parent.....	Lime	2	60		
J. Vaudry	Cloth and leather.....	1	30		
T. Routier.....	Swivels and shackles.....	7	50		
J. U. Gregory.....	Travelling expenses	26	00		
	Carried forward.....			973	67
				23,678	75

STATEMENT of Expenditure on account of Maintenance of Lights below
Quebec, etc.—*Continued.*

		\$	cts.	\$	cts.
	Brought forward.....			23,648	75
	<i>Chicoutimi Range.</i>				
C. Harvey.....	Salary for season of 1877.....	40	00		
do	Repairs.....	4	90	44	90
	<i>Carleton Point.</i>				
E. Landry.....	12 months' salary as Light-keeper.....	\$296	24		
do	Superannuation tax.....	3	76		
		300	00		
E. Chanteloup.....	Glass.....	7	25		
F. O. Vallerand.....	Lamp and chimneys	3	80		
J. Vaudry.....	Cloth and leather.....	2	25		
E. Landry.....	Fuel, 1877-78.....	20	00	333	30
	<i>Crane Island.</i>				
J. Painchand.....	12 months' salary as Light-keeper.....	\$316	00		
do	do superannuation tax.....	4	00		
		320	00		
do	Repairs.....	4	00		
do	Fuel, 1877-78.....	16	00		
do	Spy-glass.....	10	00		
P. Jobin.....	Repairing wharf.....	203	85		
L. Arel.....	Provisions	5	07		
Archer & Co.....	Lumber	94	08		
J. Boivin.....	Iron	31	06		
P. Lemieux.....	Painting light-house, &c.....	17	85		
J. M. Tardivel.....	Wall-paper.....	3	00		
J. Vaudry.....	Cloth and leather.....	3	00		
F. O. Vallerand.....	Lamps and chimneys	1	50		
Audet & Robitaille.....	Coal tar and brushes.....	4	10		
T. Routier	Making windows.....	6	00	719	51
	<i>Egg Island.</i>				
Paul Côté.....	12 months' salary as Light-keeper.....	\$493	72		
do	Superannuation-tax	6	28		
		500	00		
do	Fuel, 1877-78.....	34	00		
R. Blakiston	Cotton-duck, making sails, rope, &c	61	79		
T. Parent	Punchions.....	16	00		
J. Boivin	Hardware, paint, &c.....	156	52		
P. F. Renfret.....	Medicines.....	14	00		
F. O. Vallerand.....	Chimneys and wicks	10	45		
J. Vaudry	Cloth and leather.....	3	75		
Chinic & Beaudet.....	Powder.....	5	25		
Audet & Robitaille.....	Rope, canvas.....	23	78		
J. M. Tardivel.....	Brushes.....	1	25		
A. Pelletier et fils	Lime.....	12	50		
S. Bedard	Stove, pipe, &c.....	33	15		
T. Routier	Grapple and chain	2	60		
D. Belanger & Co.....	Brushes, files, &c	4	85		
Dinning & Webster.....	Cement.....	60	00		
L. Bourget	Provisions.....	61	95		
J. M. Tardif.....	Spars.....	27	60		
A. Fraser & Co.....	Freight, and passage of 10 workmen.....	121	00		
Archer & Co.....	Lumber.....	576	20		
J. M. Tardivel	Painting	30	04	1,756	68
	Carried forward.....			26,503	14

STATEMENT of Expenditure on account of Maintenance of Lights below
Quebec, etc.—Continued.

		\$	cts.	\$	cts.
	Brought forward			26,503	14
	<i>Ellis Bay</i>				
R. Setter.....	12 months' salary as Light-keeper.....	\$197	48		
do	Superannuation tax	2	52		
				200	00
	<i>Entry Island.</i>				
J. Cassidy.....	12 months' salary as Light-keeper.....	\$296	24		
do	Superannuation tax.....	3	76		
				300	00
J. Vaudry.....	Cloth and leather		3	90	
T. Parent.....	Lime		3	90	
Fisher & Blouin.....	Repairing saddle.....		2	00	
V. Bélanger & Co.....	Brushes.....		1	66	
				311	46
	<i>Etang du Nord.</i>				
T. O'Brien.....	12 months' salary as Light-keeper.....	400	00		
J. Boivin.....	Paint and brushes.....	17	55		
W. Barbour.....	Making winch.....	50	00		
J. Vaudry	Cloth and leather.....	2	55		
T. Parent.....	Water barrels	3	00		
W. H. LaRoche.....	Medicines.....	1	00		
J. J. Fox.....	Repairs to porch.....	27	08		
S. Bédard.....	Stoves, pipes, etc.....	48	35		
J. J. Fox.....	Lease of land.....	7	00		
do	Paid for repairs.....	13	00		
V. Bélanger.....	Brushes.....	0	86		
	Fog-Whistle :—				
T. O'Brien.....	12 months' salary for Engineer	400	00		
do	Fuel, 1877-78	100	00		
J. J. Fox.....	Paid for coaling.....	44	00		
Intercolonial Coal Mining Co.....	90 tons of coal at \$1.80, \$162; trimming, \$5.40	167	40		
Pratt, Whitney & Co.....	Die-stock.....	25	00		
E. Chanteloup.....	Taps and dies	63	00		
O. & W. Wurtele.....	Nuts	1	19		
Audet & Robitaille.....	Packing	8	50		
G. T. Phillips.....	Steam-gauge, castings, etc.....	116	70		
				1,496	18
	<i>Father Point.</i>				
J. McWilliams.....	12 months' salary as Light-keeper.....	\$197	48		
do	Superannuation tax.....	2	52		
				200	00
do	Allowance for Assistant.....		140	00	
do	Fuel, \$20; lamp-table, \$15.....		35	00	
do	Spiral draft for chimney.....		12	00	
do	On account of repairs to Lighthouse.....		20	00	
E. Chanteloup.....	Repairing reflector		36	00	
Audet & Robitaille.....	Flag and halyard		36	50	
F. O. Vallerand.....	Chimneys and wicks		15	30	
J. Boivin.....	Locks, putty and iron.....		23	15	
J. M. Tardivel	Plate-glass, putty, etc.....		133	75	
T. Parent.....	Punchcons		5	80	
J. Vaudry	Cloth and leather.....		3	90	
Archer & Co.	Lumber		2	10	
V. Bélanger.....	Zinc.....		6	60	
T. Routier.....	Rods.....		7	55	
W. Barbour.....	Travelling expenses, putting up new lamp, &c.....		26	95	
L. Leclerc.....	Junk.....		5	04	
S. Bédard.....	Stove and pipes.....		14	40	
H. S. Scott & Co.....	Wrench.....		0	50	
				724	54
	Carried forward			29,235	33

STATEMENT of Expenditure on account of Maintenance of Lights below
Quebec, etc.—*Continued.*

		\$ cts.	\$ cts.
	Brought forward		29,235 32
	<i>Forteau.</i>		
P. Godier.....	12 months' salary as Light-keeper.....	\$395 00	
do	Superannuation tax.....	5 00	
do	Allowance for two Assistants, \$400; provisions, \$20.....	400 00 420 00	
E. D. Dion	Oats, bran, etc.....	20 25	
J. Boivin.....	Paints, nails, etc.....	19 70	
Archer & Co.....	Lumber.....	19 10	
Fisher & Blouin.....	Horse blanket, collar and rollers.....	11 95	
J. Vaudry.....	Cloth and leather.....	4 50	
L. Bourget.....	Salt.....	1 50	
T. Houghton.....	Horse shoes.....	1 20	
Audet & Robitaille..	Halyard.....	1 00	
L. Leclerc.....	672 lbs. of junk, at 4½c.....	30 24	
S. Bédard.....	Stove and pipes.....	22 80	
T. Routier.....	On account of building new engine-house, lime, etc.....	195 80	
			1,148 04
	<i>Gaspé Basin.</i>		
B. Eden.....	Salary as Light-keeper, during season of 1877.....	42 00	
Audet & Robitaille.....	Rope.....	2 00	
J. Eden	Postages and telegrams.....	16 40	
			60 40
	<i>Gaspé Lightship.</i>		
J. Ascah.....	12 months' salary as Light-keeper.....	400 00	
J. Eden.....	Rope.....	8 22	
J. Vaudry.....	Cloth and leather.....	1 38	
			409 60
	<i>Green Island.</i>		
G. Lindsay.....	12 months' salary as Light-keeper.....	\$493 72	
do	Superannuation tax	6 28	
do	Repairing tower.....	500 00	
do	do boat.....	15 50	
do	Allowance for assistance, \$100; gunner, \$200, water, \$60.....	6 50 360 00	
Z. Lapierre.....	23 feet sail boat, \$92; painting spars, etc., \$20.....	112 00	
R. Blakiston.....	Ootton duck, making sails, rope, etc	41 34	
W. Wasson.....	Sails.....	50 45	
L. Leclerc.....	636 lbs. of junk, at 4½c	28 62	
Audet & Robitaille.....	Chain and oars	37 60	
J. Vaudry.....	Cloth and leather.....	9 12	
J. LeBrun.....	Spy glass.....	7 50	
C. Levesque.....	Freight.....	6 00	
F. O. Vallerand.....	Chimneys and wicks.....	4 15	
J. Boivin.....	Hardware.....	10 00	
W. H. LaRoche.....	Medicines.....	1 25	
T. Parent.....	Lime.....	1 30	
V. Belangér & Co.....	Files and putty.....	6 93	
			1,198 16
	Carried forward		32,051 52

**STATEMENT of Expenditure on account of Maintenance of Lights below
Quebec, etc.—Continued.**

		\$	cts.	\$	cts.
	Brought forward.....			32,051	52
	<i>Greenly Island.</i>				
L. Couillard.....	On account of salary.....	260	00		
J. Taylor Bros.....	Fire extinguisher.....	42	80		
E. Chanteloup.....	Making fence rail.....	80	00		
T. Parent.....	Water and coal barrels.....	38	50		
T. Routier.....	Repairing boat.....	14	30		
J. Boivin.....	Hardware.....	27	01		
W. H. LaRoche.....	Medicines.....	13	35		
T. Routier.....	Grapples and hooks.....	16	40		
J. Vaudry.....	Glass cloth.....	4	80		
Duquet & Co.....	Clock.....	5	50		
H. Watson.....	Sails.....	16	50		
F. O. Vallerand.....	Lamps and chains.....	9	85		
S. Marcotte.....	Advertising.....	3	36		
T. Routier.....	Building gun shed and store.....	24	00		
S. Bédard.....	Stove, grate and pans.....	70	60		
				626	97
	<i>Kamouraska.</i>				
T. R. Desjardins.....	12 months' salary as Light-keeper.....	\$395	00		
do.....	Superannuation tax.....	5	00		
do.....	Repairing boat.....	400	00		
do.....	Postages and cartage.....	9	80		
do.....	Repairs to Lighthouse.....	4	32		
do.....	Paid for spouts.....	57	00		
Audet & Robitaille.....	Rope, etc.....	18	50		
J. Boivin.....	Hardware.....	10	35		
F. O. Vallerand.....	Chimneys and wicks.....	7	90		
J. Vaudry.....	Cloth and leather.....	5	15		
S. Bédard.....	Stove pipe and lamps repaired.....	2	70		
V. Bélanger & Co.....	Paint, spade, etc.....	5	55		
				526	78
	<i>Lark Islet.</i>				
P. Boulianne.....	12 months' salary as Light-keeper.....	\$197	48		
do.....	Superannuation tax.....	2	52		
do.....	Fuel, \$30; repairs to boat, \$9.45.....	200	00		
J. M. Tardivel.....	Glass and wall paper.....	39	45		
W. H. LaRoche.....	Medicines.....	29	59		
A. H. Murphy.....	400 bricks, \$2 80.....	11	10		
Audet & Robitaille.....	Roofs, oars and oakum.....	11	20		
J. Boivin.....	Hardware.....	11	28		
F. O. Vallerand.....	Chimneys and wicks.....	9	80		
Z. Lapierre.....	Oars.....	7	00		
J. Vaudry.....	Cloth and leather.....	3	00		
J. Parent.....	Lime.....	2	25		
T. Routier.....	Building new house.....	1	30		
S. Bédard.....	Stove and pipe.....	48	80		
J. Boivin.....	Tack, axe and shovels.....	18	05		
T. Routier.....	Paid for lime.....	7	22		
		4	20		
				404	24
	Carried forward.....			33,609	51

**STATEMENT of Expenditure on account of Maintenance of Lights below
Quebec, etc.—Continued.**

		\$	cts.	\$	cts.
	Brought forward.....			33,609	51
	<i>Macquereau Point.</i>				
A. Brotherton.....	9 months' salary as Light-keeper.....	\$228	18		
do	Superannuation tax	2	82		
			225	00	
A. Bertrand	3 months' salary as Light-keeper	74	06		
do	Superannuation[tax].....	0	94		
			75	00	
A. Brotherton	Fuel, 1877-78.....		26	00	
E. Ohanteloup.....	Glass		10	50	
J. Boivin	Hardware		5	80	
F. O. Vallerand.....	Chimneys and wicks		2	60	
J. Vaudry	Cloth and leather.....		2	25	
S. Bédard.....	Burners, repairs to lamps, etc.....		2	50	
				343	65
	<i>Manicouagan Lightship.</i>				
T. Cornell.....	Balance of contract, 1877	2,550	00		
R. LeBlanc.....	On account of contract, 1878	650	00		
G. T. Davie.....	Wages of workmen repairing, cement, iron, rope, paint, clocks, &c	1,272	50		
Z. Lapierre.....	21 feet boat, \$84; paint, \$20.....	104	00		
R. Blakiston.....	Spars, canvas, rope, making sails, etc.....	214	52		
E. Chanteloup.....	Cooking range	79	00		
Audet & Robitaille	Rope, oars, blocks	104	75		
T. Routier.....	Iron work.....	13	40		
Duquet & Co.....	Clock	9	00		
J. Boivin.....	Paint, files, nails	18	67		
J. Blais.....	Wintering.....	40	00		
T. Routier.....	Preparing for wintering.....	4	76		
T. N. Tweeddell	Towage to winter quarters.....	10	00		
J. Vaudry.....	Cloth and leather.....	3	15		
F. O. Vallerand.....	Chimneys and wicks.....	8	10		
J. Boivin	Paint	3	10		
J. O'Donohoe.....	Repairing compass.....	3	00		
W. H. LaRoche.....	Medicines.....	1	00		
C. & W. Wurtele.....	Iron	1	38		
R. Côté.....	Watching	72	00		
T. Routier.....	Outfit and repairs	30	37		
S. Bédard.....	Lamps, repairs, etc.....	67	15		
J. M. Tardivel.....	Painting.....	43	00		
J. Marmen	Cartage	3	30		
	<i>Fog-Whistle:—</i>				
L. Arel.....	Tallow.....	12	00		
G. T. Phillips.....	Copper and brass, repairs.....	79	50		
A. H. Murphy	18 chaldrons coal \$8	108	00		
S. J. Shaw	Stock and dies, rubber, etc	52	95		
W. Barbour.....	Repairs to boiler and engine	37	40		
do	Outfit	11	90		
T. Cornell.....	11 cords wood for engine, \$4.....	44	00		
W. Barbour.....	Paid for coaling.....	13	00		
				6,331	90
	<i>Martin River.</i>				
J. Gauthier.....	Twelve months' salary as Light-keeper.....	\$296	24		
do	Superannuation tax.....	3	76		
			300	00	
do	Fuel, 1877-78.....		25	00	
W. Maloney.....	Damages to crop		20	00	
do	Wages as temporary Keeper, from 1st November, 1876, to 1st April, 1877.....	50	00		
J. Vaudry.....	Cloth and leather.....	3	90		
				398	90
	Carried forward.....			40,733	96

STATEMENT of Expenditure on account of Maintenance of Lights below
Quebec, etc.—*Continued.*

		\$	cts.	\$	cts.
	Brought forward.....			40,733	96
	<i>Matane.</i>				
F. X. Dionne.....	Twelve months' salary as Light-keeper.....	\$246	88		
do	Superannuation tax.....	3	12		
			240	00	
do	Fuel, 1877-78		10	00	
J. Vaudry	Cloth and leather.....		2	40	
W. H. LaRoche.....	Medicines.....		3	00	
V. Bélanger & Co.....	Paint and brushes.....		11	60	
				277	00
	<i>Mitis.</i>				
J. Martin.....	12 months' salary as Light-keeper.....	\$296	24		
do	Superannuation tax.....	3	76		
			300	00	
do	Allowance for horsekeep, 1877.....		20	00	
do	Fuel, 1877-'78.....		21	00	
J. Vaudry	Cloth and leather.....		2	40	
T. Routier.....	Repairing lamp frames.....		7	95	
J. Mar.in.....	do stable.....		24	50	
V. Bélanger & Co.....	Zinc.....		3	20	
				379	05
	<i>Montée du Lac.</i>				
E. Simard	12 months' salary as Light-keeper.....	\$345	60		
do	Superannuation.....	4	40		
			350	00	
T. Routier.....	Building small store, shed, &c.....		167	90	
J. Boivin	Hardware.....		31	00	
E. Simard	Fuel, 1877-'78.....		30	00	
do	Passage of workmen from Quebec to Montée du Lac		20	00	
Archer & Co.....	Lumber.....		49	42	
J. Tremblay.....	Passage of 4 workmen from Montée du Lac to Quebec.....		6	00	
H. Simard	Landing supplies.....		12	00	
G. Bouchard.....	Provisions.....		9	75	
L. Arel	do		14	70	
L. Bourget.....	do		7	64	
T. Parent.....	Coal barrels.....		2	50	
J. M. Tardivel.....	Wall paper.....		6	00	
J. Vaudry	Cloth and leather.....		2	25	
A. Pelletier.....	Lime.....		5	00	
S. Bédard.....	Lamps repaired.....		5	00	
				719	16
	<i>Paspébiac.</i>				
L. Strong.....	12 months' salary as Light-keeper.....	\$140	16		
do	Superannuation tax.....	9	84		
			150	00	
F. O. Vallerand.....	Lamps and chimneys.....		5	05	
C. Robit & Co.....	Stores.....		5	65	
J. M. Tardivel.....	Glas.....		5	25	
A. H. Murphy.....	Coals.....		3	50	
J. Vaudry	Cloth and leather.....		2	25	
J. Boivin.....	Glass and putty.....		2	30	
T. Parent.....	Empty barrels.....		1	75	
L. Strong.....	Fuel, 1877-'78, \$20.00; wharfage, \$1.15.....		21	15	
S. Bédard.....	Lamps and repairs.....		6	60	
				203	50
	Carried forward.....			42,312	67

STATEMENT of Expenditure on account of Maintenance of Lights below
Quebec, etc.—Continued.

		\$ cts.	\$ cts.
	Brought forward.....		42,312 67
	<i>Perct.</i>		
C. Bourget.....	10 months' salary as Light-keeper, at \$100 per annum.....	\$83 33	
do	2 months' salary as Light-keeper, at \$125 per annum.....	20 84	
do	Allowance for blowing fog alarm.....	104 17	
do	Fuel, 1877-78.....	40 00	
do	Painting and repairs to lamps, &c.....	25 00	
do	Survey plan and travelling expenses.....	16 00	
A. Painchaud.....	Powder and caps.....	32 50	
S. J. Shaw.....	Cloth and leather.....	3 45	
J. Vaudry.....	Paint and brushes.....	2 40	
J. Boivin.....	Lime.....	2 85	
T. Parent.....		1 30	
			227 67
	<i>Pilgrims.</i>		
J. C. Marquis.....	12 months' salary as Light-keeper.....	\$335 76	
do	Superannuation tax.....	4 24	
do	Paint, oil, painting, &c.....	340 00	
do	Fuel, 1877-78.....	47 40	
do	Chains and oars.....	48 00	
Audet & Robitaille	Hardware.....	22 45	
J. Boivin.....	Lumber.....	14 08	
Archer & Co	Making platforms and windows.....	8 75	
T. Routhier.....	Cloth and leather.....	7 90	
J. Vaudry.....	Stove.....	2 40	
S. Bédard.....	Making grapple and chain.....	17 35	
T. Routhier.....		5 60	
			513 93
	<i>Pillars.</i>		
D. Babin	12 months' salary as Light-keeper.....	\$444 40	
do	Superannuation tax.....	5 60	
do	Fuel, 1877-78.....	450 00	
do	Repairs to Lighthouse, etc.....	25 00	
T. Parent.....	Punchcons.....	45 50	
J. Boivin.....	Hardware.....	12 10	
Archer & Co	Lumber.....	28 37	
J. Vaudry.....	Cloth and leather.....	16 24	
F. Vallerand.....	Chimneys and wicks.....	9 00	
C. Levesque.....	Freight.....	6 30	
G. T. Philips.....	Gun-metal castings.....	5 00	
S. J. Shaw.....	Steel.....	4 75	
Audet & Robitaille.....	Cotton, rope and oars.....	2 97	
S. Bédard.....	Repairing lamps and stove.....	67 20	
		1 80	
			674 23
	<i>Pointe des Monts.</i>		
L. F. Faffard	12 months' salary as Light-keeper.....	\$395 00	
do	Superannuation tax.....	5 00	
do	Allowance for Gunner, \$200 00; fuel and water, 2100.....	400 00	
Archer & Co.....	Lumber.....	300 00	
J. Boivin.....	Stove, hardware, etc.....	90 78	
T. Routhier.....	Erecting small store and making iron work for boat.....	94 51	
		53 60	
	Carried forward.....	938 89	43,728 50

STATEMENT of Expenditure on account of Maintenance of Lights below
Quebec, etc.—*Continued.*

	Brought forward.....	\$ cts. 938 89	\$ cts. 43,728 50
	<i>Points des Monts—Concluded.</i>		
F. X. Dionne.....	Salvage of boat.....	24 00	
Z. Lapierre.....	Canoe.....	48 00	
P. F. Rinfret.....	Medicines.....	19 50	
W. H. LaRoche.....	do.....	5 55	
E. Gazeau.....	Sleigh.....	30 00	
T. Parent.....	Puncheons.....	23 05	
Fisher & Blouin.....	Horse collar and cover.....	26 00	
F. O. Vallerand.....	Lamps, chimneys, etc.....	16 85	
W. Watson.....	Sails.....	14 25	
E. D. Dion & Co.....	Oats, bran, etc.....	20 25	
J. M. Tardivel.....	Glass and glaziers' diamond.....	9 85	
Audet & Robitaille.....	Oars.....	4 50	
J. Vaudry.....	Cloth and leather.....	4 50	
Dinning & Webster.....	Cement.....	10 00	
L. F. Faffard.....	Lumber.....	10 00	
O. Houghton.....	Horseshoes.....	3 60	
S. Bédard.....	Chimney tops, pipes, etc.....	31 30	
L. Leclerc.....	336 lbs. of junk, at 4½ cts.....	15 12	
T. Routhier.....	Making door, windows, tool chest, etc.....	29 20	
			1,284 41
	<i>Point aux Orignaux.</i>		
J. Hudon dit Beaulieu.....	12 months' salary as Light-keeper..... \$246 89		
	Superannuation tax..... 3 12		
		250 00	
J. Bolvin.....	Hardware.....	2 20	
F. O. Vallerand.....	Chimneys and wicks.....	0 30	
C. Latellier.....	Fuel, 1876-77.....	24 00	
S. Bédard.....	Stove pipe.....	4 85	
			281 45
	<i>Point Rich.</i>		
Eug. Roy.....	12 months' salary as Light-keeper..... \$598 00		
	Superannuation tax..... 12 00		
		600 00	
Archer & Co.....	Lumber.....	188 13	
T. Routhier.....	Putting up new fog-horn; making door and win- dows for fog-horn, house etc.....	310 20	
C. F. Langlois.....	Fuel, 1877-78.....	60 00	
J. Boivin.....	Hardware.....	84 37	
F. O. Vallerand.....	Lamps and chimneys.....	14 40	
W. H. LaRoche.....	Medicines.....	7 30	
J. M. Tardivel.....	Glaziers' diamond, glass, etc.....	6 50	
J. Vaudry.....	Cloth and leather.....	4 80	
J. Marsau.....	Guy.....	4 00	
Dinning & Webster.....	Wire rope.....	6 93	
L. Poliquin.....	Ladder.....	2 20	
Audet & Robitaille.....	Rope, canvas.....	37 20	
S. Bédard.....	Stove, pipe, pans.....	76 05	
G. T. Phillips.....	Lead.....	2 15	
			1,404 23
	<i>Portneuf (Below).</i>		
D. Tremblay.....	12 months' salary as Light-keeper..... \$245 60		
	Superannuation tax..... 4 40		
		350 00	
do.....	Fuel and water, \$30; fence and repairs, \$15.....	45 00	
Z. Lapierre.....	20 ft. boat, \$80; paint, spars, etc., \$20.....	108 00	
Audet & Robitaille.....	Oars, chain.....	16 88	
	Carried forward.....	511 88	46,698 59

**STATEMENT of Expenditure on account of Maintenance of Lights below
Quebec, etc.—Continued.**

		\$ cts	\$ cts.
	Brought forward.....	511 88	46,688 59
	<i>Portneuf (Below)—Concluded.</i>		
W. H. LaRoche.....	Medicines.....	6 25	
W. Tremblay.....	Freight of boat.....	6 00	
J. Boivin.....	Hardware.....	13 17	
F. O. Vallerand.....	Lamps and chimneys.....	2 75	
J. Vaudry.....	Cloth and leather.....	2 40	
S. Bédard.....	Stove, pipe and repairs.....	34 70	
			577 15
	<i>Portneuf (Above).</i>		
F. Rodrigue.....	12 months' salary as Light-keeper..... \$246 88		
	Superannuation tax..... 3 12		
		250 00	
do	Fuel, 1877-78.....	10 50	
G. Germain.....	Ground rent.....	5 50	
do	Freight and cartage.....	4 61	
J. M. Tardivel.....	Painting.....	9 20	
Archer & Co.....	Lumber.....	19 72	
Audet & Robitaille.....	Oars, canvas.....	13 12	
J. Vaudry.....	Glass cloth and chamois.....	6 01	
T. Routier.....	Travelling expenses, inspection of repairs.....	3 16	
J. Boivin.....	Hardware.....	2 95	
			324 77
	<i>Red Island Lighthouse.</i>		
E. Fraser.....	12 months' salary as Light-keeper..... \$493 72		
	Superannuation tax..... 6 28		
		500 00	
do	Repairs.....	20 32	
do	Allowance for fuel and water.....	160 00	
E. Fraser.....	Board of workmen in July and August.....	25 00	
Z. Lapierre.....	Boat.....	128 03	
G. Turgeon.....	Repairs to Lighthouse.....	179 50	
Archer & Co.....	Lumber.....	29 35	
J. Boivin.....	Hardware.....	19 39	
Audet & Robitaille.....	Rope, blocks, &c.....	17 63	
F. O. Vallerand.....	Lamps, chimneys, &c.....	10 55	
J. Vaudry.....	Cloth and leather.....	10 07	
T. Routier.....	Making tool chest.....	5 20	
A. H. Murphy.....	Cement.....	5 00	
J. M. Tardivel.....	Wall paper.....	4 50	
J. Gourdeau.....	Freight of supplies.....	4 00	
S. Bédard.....	Painting box, &c.....	3 00	
			1,121 51
	<i>Red Island Lightship.</i>		
D. D'Amour.....	Balance of contract, 1877.....	1,900 00	
do	On account of contract, 1878.....	500 00	
do	Travelling expenses of workmen, &c.....	92 30	
E. Chanteloup.....	Cooking range.....	79 00	
Audet & Robitaille.....	Rope, chains, &c.....	141 34	
J. Blais.....	Wintering.....	40 00	
J. Marmen.....	Cartage.....	13 75	
T. W. Tweddell.....	Towage to winter quarters.....	20 00	
F. O. Vallerand.....	Lamps, chimneys, &c.....	21 10	
Archer & Co.....	Lumber.....	11 40	
J. Boivin.....	Hardware.....	44 25	
A. H. Murphy.....	13 days' moorage, at \$3.....	26 00	
G. Lapointe.....	Freight.....	12 50	
Duquet & Co.....	Clock.....	6 00	
	Carried forward.....	2,907 64	48,722 02

STATEMENT of Expenditure on account of Maintenance of Lights below
Quebec, etc.—*Continued.*

		\$ cts.	\$ cts.
	Brought forward.....	2,907 64	48,722 02
	<i>Red Island Lightship—Concluded.</i>		
T. Routier.....	Preparing for wintering	20 45	
W. Barbour.....	Pay-list of wages do	11 60	
J. Levesque.....	Blacksmith's repairs.....	2 08	
J. Vaudry.....	Cloth and leather	3 15	
J. Boivin.....	Padlock	1 00	
J. Lepage.....	Watching	96 00	
T. Routier.....	Repairs and outfit.....	217 84	
J. Sullivan.....	Davits.....	112 00	
J. M. Tardivel.....	Painting.....	40 00	
D. D'Amour.....	Paid for lumber, repairs, paint, &c.....	68 19	
S. Bédard.....	Repairing boilers, pipes, &c.....	19 25	
	Fog-Whistle:—		
G. T. Phillips...	Brass and copper repairs, condenser tubes, &c.....	252 61	
A. H. Murphy.....	15 chaldrons coals, at \$6.	90 00	
T. Parent.....	Coal barrels.....	14 75	
J. Shaw & Co.....	Rubber packing.....	47 31	
D. D'Amour.....	86 cords firewood, at \$3.....	258 00	
W. Barbour.....	Repairs to engine and boiler.....	308 40	
H. S. Scott.....	Boiler plate.....	109 11	
C. & W. Wurtele...	Iron	5 85	
W. Barbour.....	Paid for coaling.....	13 00	
G. Bissett.....	Standard	31 17	
G. T. Phillips.....	Brackets.....	6 04	
			4,635 44
	<i>St. Antoine.</i>		
L. Lafleur.....	12 months' salary as Light-keeper.....	140 00	
do	Painting.....	10 00	
Audet & Robitaille.....	Brushes, canvas, &c.....	18 19	
L. Lafleur.....	Fuel, \$5 00; cartage of oil, &c., \$2.50....	7 50	
J. Boivin.....	Wrench.....	1 75	
S. Bédard.....	Ventilator, drip pans.....	15 50	
			192 94
	<i>St. Croix.</i>		
J. Thurber.....	12 months' salary as Light-keeper.....	\$162 92	
do	Superannuation tax	12 08	
do		175 00	
do	Painting	8 00	
do	Fuel, \$10.00; freight, \$4.00	14 00	
Duquet & Co.....	Clock	4 00	
J. Boivin.....	Files and tasks.....	4 00	
S. Bédard.....	Measures, pipe, &c.....	7 80	
			212 80
	<i>St. Francis Range.</i>		
J. Lepage.....	12 months' salary as Light-keeper.....	75 00	
J. Marceau.....	do	75 00	
J. Lepage.....	Fuel, 1877-78.....	12 00	
J. Vaudry.....	Cloth and leather.....	0 92	
F. O. Vallerand.....	Globe	0 20	
			163 12
	Carried forward.....		53,926 32

**STATEMENT of Expenditure on account of Maintenance of Lights below
Quebec, etc.—Continued.**

		\$	cts.	\$	cts.
	Brought forward.....			53,926	32
<i>St. John's Point.</i>					
O. Langlois.....	12 months' salary as Light-keeper.....	\$296	24		
do	Superannuation tax	3	76		
				300	00
O. Lachance.....	Contract for repairs to Lighthouse.....		22	00	
C. Langlois.....	Fuel, 1877-78.....		16	00	
S. J. Shaw & Co	Tools.....		5	65	
J. Vaudry.....	Cloth and leather.....		1	50	
					345 15
<i>St. Laurent Point.</i>					
J. Chabot.....	12 months' salary as Light-keeper.....	\$296	24		
do	Superannuation tax.....	3	76		
				300	00
J. M. Tardivel	Painting.....		30	75	
J. Boivin.....	Hardware.....		8	21	
J. Vaudry.....	Cloth and leather.....		2	40	
F. O. Vallerand.....	Lamps and chimneys		2	75	
Audet & Robitaille.....	Rope.....		0	94	
S. Bédard.....	Repairs to canister.....		2	00	
					347 05
<i>Seven Islands.</i>					
F. Arcand.....	12 months' salary as Light-keeper.....	\$395	00		
do	Superannuation tax.....	5	00		
				400	00
do	Allowance for fuel and water.....		100	00	
Archer & Co	Lumber.....		148	32	
D. Rosa.....	Repairing floors, putting up crane and general re- pairs.....		153	20	
J. Boivin.....	Hardware.....		85	55	
E. Chanteloup.....	Glass.....		66	00	
Audet & Robitaille.....	Rope.....		51	98	
G. Bisset.....	Crane.....		43	75	
C. & W. Wurtele.....	Iron.....		4	89	
J. M. Tardivel	Glazier's diamond		4	50	
J. Vaudry.....	Cloth and leather		6	78	
T. Routier.....	Iron work.....		8	20	
W. H. LaRoche.....	Medicines.....		6	50	
F. O. Vallerand	Lamps, chimneys, &c.....		7	35	
J. D. Marsau.....	Blocks.....		3	00	
G. T. Phillips.....	Cast iron lead pot		1	80	
F. Arcand.....	Building boat, \$22; repairs to lighthouse, \$24.40 ..		46	40	
do	Fuel, 1877-78		30	00	
T. Routier.....	Building supply store.....		15	25	
S. Bédard.....	Stove, pipes, &c		23	30	
					1,206 77
<i>Tadoussac.</i>					
L. Guay.....	12 months' salary as Light-keeper.....	\$296	24		
do	Superannuation tax	3	76		
				325	00
do	Building platform and gangway.....		50	60	
do	Allowance for fuel and water		25	00	
do	Salvage of boat		22	75	
Audet & Robitaille.....	Flag, chain and rope		20	76	
W. H. LaRoche.....	Medicines.....		10	85	
J. Vaudry.....	Cloth and leather		1	80	
P. Roger.....	Iron buoy.....		4	00	
L. Guay.....	Boat		30	00	
V. Belanger & Co.	Paint, files, &c.		8	95	
					499 71
	Carried forward.....			56,325	00

**STATEMENT of Expenditure on account of Maintenance of Lights below
Quebec, etc.—Continued.**

		\$ cts.	\$ cts.
	Brought forward.....		56,325 00
	<i>Traverse Lightship (New and Upper.)</i>		
A. M. Dechène.....	Balance of contract, 1877.....	1,150 00	
do	On account of contract, 1878.....	250 00	
do	Labor and board of extra man, paint, iron	91 66	
Audet & Robitaille.....	Tar and rope.....	29 72	
F. Vézina.....	Painting.....	50 80	
Duquet & Co.....	Clock.....	5 00	
A. H. Murphy	One chaldron coals	9 90	
T. Parent.....	Water barrels.....	3 00	
S. Marcotte.....	Advertisement	3 96	
Archer & Co	Lumber	2 40	
J. Vaudry	Cloth and leather	1 50	
J. Sullivan	165 fathom chain, 29,150 lbs., @ 3½ cts.....	1,020 25	
T. Routier.....	Making guys for lanterns, swivels, putting in bal- last, &c.	372 75	
J. Fortier.....	Ballast	30 00	
D. D'Amour	Services for keeping lightship in fall of 1877	75 00	
S. Bédard.....	Repairing lamps, rods, &c.	21 35	
J. M. Oliver.....	Building new lightship, extras as per contract.....	4,799 00	
			7,915 39
	<i>Traverse Lightship (Old and Lower.)</i>		
Isaac Gourdeau.....	Balance of contract, 1877	1,700 00	
do	On account of contract, 1878.....	600 00	
do	Postages and petty disbursements.....	8 85	
Audet & Robitaille.....	Chain, rope, &c.	135 57	
R. Blakiston.....	Sails	104 82	
Z. Lapierre.....	Boat, \$88, paint, spars, &c., \$20.....	108 00	
T. Routier	Making grapples.....	16 60	
J. M. Tardivel.....	Painting	36 65	
J. Boivin	Iron	18 46	
J. Blais.....	Wintering	30 00	
J. M. Tardil	Spar	3 50	
T. Routhier.....	Making model.....	3 85	
Archer & Co.	Lumber	8 80	
J. Vaudry	Cloth and leather	3 00	
F. O. Vallerand.....	Chimneys and Wicks	1 00	
S. Bédard.....	Boilers, lamps, pipes	22 95	
O. Bégin	Painting	25 00	
J. Marmen	Cartage.....	0 45	
	<i>Fog-whistle:—</i>		
Aug. Dupuis	5½ cords firewood, a \$3.50.....	190 75	
L. Arel.....	Tallow	15 24	
A. H. Murphy.....	15 chaldrons coals, at \$6.00	90 00	
S. J. Shaw.....	Rubber	0 32	
G. T. Phillips	Gun metal casting, brass and copper repairs, steam whistle, etc	261 90	
G. Bisset.....	Standards and centres, turning and fitting.....	124 36	
W. Barbour.....	Coaling	13 00	
W. F. Lemesurier.....	3 cords firewood, at \$2.40.....	7 20	
			3,535 67
	SALARIES AND CONTINGENCIES.		
J. U. Gregory.....	12 months' salary as Agent.....	\$1,959 96	
do	Superannuation tax	40 00	
		1,999 96	
L. A. Blanchet	12 months' salary as Clerk.....	\$882 00	
do	Superannuation tax.....	18 00	
		900 00	
	Carried forward.....	2,899 96	67,776 06

**STATEMENT of Expenditure on account of Maintenance of Lights below
Quebec, etc.—Continued.**

		\$ cts.	\$ cts.
	Brought forward.....	2,899 96	67,776 06
SALARIES AND CONTINGENCIES—Concluded.			
E. E. Buteau.....	12 months' salary as Clerk.....	\$882 00	
do	Superannuation tax.....	18 00	
		900 00	
L. A. Blanchet	Petty cash disbursements	610 00	
J. B. Pruneau.....	Postages.....	141 26	
J. Paré	25½ cords wood, 21 cords at \$3.40, and 4½ cords at \$2.80.....	84 00	
J. Vaudry	Carpet for offices.....	69 10	
Dawson & Co	Stationery	43 45	
J. U. Gregory	Travelling expenses.....	55 90	
J. M. Tardivel.....	Painting blinds	20 40	
Duquet & Co	Barometer and clock	16 25	
H. Wise.....	Printing	8 50	
Goodyear Rubber Co.....	Rubber sheets.....	3 90	
W. H. LaRoche.....	Disinfecting powder.....	1 00	
			4,853 72
GENERAL ACCOUNT.			
T. Routhier.....	Paid wages for general repairs, outfits, etc.....	3,224 34	
F. X. Fitzgerald & Co.....	Petroleum.....	2,813 98	
Ohinic, Beaudet & Co.....	Powder, 156 barrels, each 100 lbs, at 20c. \$3,120 00 do 88 kegs do 25 lbs, at \$4.50 396 00 Cartage, freight and storage..... 267 35		
		3,783 35	
F. M. Dechène.....	Flannel.....	1,042 00	
J. Boivin	Paint, oil, chamois, etc.....	1,597 54	
F. X. Déry	Oil tanks.....	542 16	
O. Picard	do	90 60	
Archer & Co	Lumber.....	452 35	
L. Bourget..	Soap, brooms, etc.....	371 28	
J. A. Gagné.....	Professional services.....	690 00	
J. Marmen	Cartage.....	413 80	
J. J. Foote	Advertising.....	102 16	
W. Barbour	Travelling expenses.....	368 93	
T. Parent.....	Cooperage.....	354 73	
J. J. Fox	Services, 1876-77.....	100 00	
E. Chanteloup.....	Burners, fog-horns, spindles, fans, etc	542 80	
V. Bélanger & Co.....	Paint.....	750 00	
Z. Lapierre.....	Oars.....	147 75	
J. Cunningham.....	General repairs of sails, bags, etc	168 00	
J. Vaudry.....	Glass cloth, chamois	87 12	
A. H. Murphy	13½ chaldrons coals, at \$7.50	101 25	
A. Fraser & Co.....	Freight of supplies.....	83 05	
G. Turgeon	Wages putting up fog-horn, repairs, etc.....	78 00	
J. D. Brousseau ..	Paint.....	50 00	
W. Barbour	Allowance for board.....	150 00	
J. Cassidy.....	12 months' salary as Harbour Master, Magdalen Islands.....	50 00	
Montreal Telegraph Co..	Messages	55 85	
G. Seifert	Telescope.....	47 00	
Dawson & Co.....	Stationery	66 15	
C. E. Holliwell.....	do	43 65	
J. Glassford.....	Charges for extinguishers.....	109 10	
F. O. Vallerand.....	Chimneys and wicks.....	67 55	
G. T. Phillips.....	Casting, steam-whistle, wrench and emery paper..	128 00	
Audet & Robitaille ..	Rope, canvas, &c	62 60	
P. Coude	11½ cords of wood, at \$3.20	36 00	
H. Simard	Firewood	4 00	
J. Eden.....	Salary as Sub-Agent at Gaspé.....	100 00	
	Carried forward.....	18,874 49	72,629 78

**STATEMENT of Expenditure on account of Maintenance of Lights below
Quebec, etc.—Continued.**

		\$ cts.	\$ cts.
	Brought forward.....	18,87 49	72,629 78
	GENERAL ACCOUNT—Concluded.		
W. H. Laroche.....	Medicines.....	2 40	
P. F. Rinfret.....	do	22 00	
Pratt, Whitney & Co.....	Dies and stock.....	16 30	
Acadia Coal Co.....	54½ tons of coal, at \$2.25	\$1,217 41	
	Less 5 per cent.....	60 87	
		<u>1,156 54</u>	
T. Berrigan.....	Clearing snow.....	60 00	
J. Eden.....	Storage of oil, landing, repairing barrow, &c.....	20 80	
do	Wharfage of coals.....	25 00	
Duquet & Co.....	Telescope and clock	20 00	
W. H. Laroche.....	Fire kindling	30 00	
Dr. Bradley.....	60 gross of fire kindling, at \$1.00.....	60 00	
McTaggart & Ryan	Plumbers repairs in offices.....	17 55	
J. Corriveau.....	Repairing chimney in carpenters' shop.....	12 60	
J. M. Tardivel.....	Paint brushes.....	16 50	
S. Marcotte.....	Order-book and advertising	17 00	
E. Desgagne.....	Chimney cleaners.....	16 80	
Dominion Telegraph Co.....	Messages.....	30 68	
St. Lawrence Steam and Navigation Co.....	Freight of supplies.....	12 68	
J. B. Pruneau.....	Postage.....	20 70	
O. Plamondon.....	Duty	8 22	
A. Côté.....	Advertising	6 75	
Pay-list.....	12 months' salary as Extra Clerks, Store-keeper and Wharfinger	742 60	
P. Rouillard	Making bags	30 94	
S. Bédard.....	Oil tanks, pumps, &c	224 90	
D. Rosa	Powder bags	14 65	
J. M. Tardivel.....	Painting and brushes.....	35 30	
J. Cunningham.....	Repairing tarpaulings, sails, &c.....	306 00	
Crawford & Sons	10,000 tons of hay at \$10.....	105 90	
J. P. Dery.....	Stationery.....	82 75	
Savage & Heyden.....	250 boards.....	10 00	
F. Lafrance.....	Repairing boat	7 00	
W. Barbour.....	Cartage.....	8 25	
J. Carrol.....	½ years' advertising, \$50; printing Lighthouse slips, \$3.....	53 00	
L. Leclerc	Two jack screws	20 00	
M. E. Fitzhenry.....	Powder bags	4 22	
J. Robertson.....	Whitelead.....	2 25	
J. Mallins & P. Stephens.....	Patrolling and watching premises, 62 days, at \$1... ..	62 00	
J. O'Donohoe.....	Repairs to telescope.....	3 00	
S. J. Shaw	Brushes	3 70	
J. B. Renaud.....	Wharfage	7 28	
Dinning & Webster.....	Galvanized buckets.....	8 00	
M. Whalen.....	Mending bags.....	3 70	
F. M. Dechène	Cloth.....	4 84	
			22,187 29
	BUOYS AND BEACONS.		
f. Parent.....	New buoys	1,298 45	
T. Routier.....	Mooring and chains.....	428 69	
H. Berubé.....	Salvage	12 00	
J. Gourdeau.....	do	12 00	
J. Boivin.....	Paint, iron, &c	154 76	
L. Bourget.....	Brushes	1 40	
O. Robin	Placing buoys.....	53 00	
Eden & Beattie	do	35 50	
	Carried forward.....	1,995 80	94,817 07

**STATEMENT of Expenditure on account of Maintenance of Lights below
Quebec, etc.—Concluded.**

		\$ cts.	\$ cts.
	Brought forward.....	1,995 80	94,817 07
	BUOYS AND BEACONS—Concluded.		
R. H. Montgomery	Placing buoys	20 00	
J. Heppel	do	24 00	
J. J. Fox	do	28 00	
J. M. Tardivel	Painting	12 00	
H. S. Scott	Iron	2 51	
J. Lepage	Repairing beacons.	6 50	
			2,088 81
	Less error in September, 1877, account.		96,905 88 1 30
	Grand Total.....		\$96,904 58

WM. SMITH,
Deputy Minister of Marine and Fisheries

JOHN TILTON,
Accountant.

APPENDIX No. 10.

STATEMENT of Expenditure in connection with the Maintenance of Light-houses, Fog-Whistles, &c, in New Brunswick, for the Fiscal Year ended 30th June, 1878.

GENERAL ACCOUNT.		\$	cts.	\$	cts.
Wm. Watt.....	New books, ink stand and paper	3	00		
J. H. Phinney.....	Stove for Inspector's office	11	00		
H. King.....	Boating supplies and conveying Superintendent and despatches.....	152	80		
Willis & Mott.....	Advertising	143	00		
A. Thomas.....	12 months' salary as Assistant Light-keeper and Telegraph Operator, Point Lepreaux	150	00		
Bowes & Evans.....	Labour on stoves.....	3	92		
J. & A. McMillan.....	Copying ink.....	2	75		
T. P. Davis.....	Wrapping paper.....	5	90		
R. R. Call.....	Freight on coal.....	41	75		
T. W. Anglin.....	Advertising in <i>St. John Freeman</i>	35	87		
F. A. Fitzgerald & Co.....	21,051 gallons oil at 27c., 12,212½ gallons at 24c.	8,614	77		
J. H. Harding.....	12 months' salary as Agent.....	1,567	92		
Receiver General.....	Superannuation tax on Agent's salary	32	04		
F. J. Harding.....	12 months' salary as Clerk.....	588	00		
Receiver General.....	Superannuation tax on Clerk's salary.....	12	00		
James Mitchell.....	12 months' salary as Inspector of Lights.....	1,176	00		
Receiver General.....	Superannuation tax on Inspector's salary	24	00		
J. B. Longley.....	5 months' salary as Keeper, Signal Station	201	60		
R. D. McArthur.....	Postage stamps.....	90	00		
John Strain.....	Painting oil-tanks.....	18	00		
E. T. C. Knowles.....	12 months' rent of office to 1st May, 1878.....	200	00		
James Cotter.....	Removing safe from ruins	13	00		
G. W. Day.....	Printing black receipts	9	00		
J. H. Harding.....	12 months' travelling expenses.....	123	59		
Barnes & Co.....	Press, book and paper.....	26	80		
M. Farran.....	Spar for Signal Station	6	00		
M. Thompson.....	Code signals	60	04		
H. Chubb & Co.....	Printing and stationery	44	10		
Jones & Morrison.....	Stationery	46	53		
James Mitchell.....	Paid sundry freight.....	19	83		
Thomas Robinson.....	Storage on oil	34	70		
Wm. Elder.....	Advertising in <i>St. John Telegraph</i>	56	00		
J. U. Gregory.....	To pay 4,567 gallons oil, cartage, etc., for North shore Lights.....	1,211	42		
R. Barbour.....	Painting boats.....	14	00		
Gaslight Co.....	Gas account.....	7	95		
R. B. Emerson.....	Tin pails	2	50		
James Shea.....	Trimming 632 tons coal at 5c.....	31	60		
Fred. Robicheaux.....	Advertising	5	40		
British American Note Co.....	Check-book	19	88		
Samuel Ganong.....	Carting	12	50		
James Mitchell.....	12 months' travelling expenses.....	101	00		
J. V. Ellis.....	Rent of Post Office box.....	1	50		
W. H. Olive.....	Stamp press.....	12	00		
John Nugent.....	Carting	52	00		
Ellis & Armstrong.....	Advertising	7	00		
James Dow.....	do	4	50		
C. E. Harding.....	Lumber.....	30	07		
Aug. Quick.....	Bunting.....	9	95		
Lordly, Howe & Co.....	Desk and framing charts.....	69	00		
J. L. McCoskery.....	Stationery, printing and postage stamps.....	284	20		
W. R. Reynolds.....	Advertising	1	50		
George Nixon.....	Glass.....	11	54		
T. McAvity & Sons.....	Twine, drawer lock, &c.....	6	95		
Carried forward		15,408	37		

STATEMENT of Expenditure in connection with the Maintenance of Light-houses, Fog-Whistles, &c, in New Brunswick, etc.—Continued.

		\$	cts.	\$	cts.
	Brought forward	15,408	37		
	GENERAL ACCOUNT—Concluded.				
Geo. Armstrong	Advertising	1	66		
P. F. Green	Making coal-bins	16	45		
Joseph Miller	Paid postage, freight, etc.	30	39		
J. R. Stone	Charts and expressage	9	60		
W. C. Milner	Advertising	17	54		
J. R. Noble	Covering spy-glass	1	50		
John Morrissey	Carting oil	5	33		
Montreal Telegraph Co.	Inspector's telegraphing bill	31	06		
C. G. Berryman	Paint and oil	14	54		
J. Johnston	Inspector's postage account	6	97		
David McAlpine	Directory	2	00		
Alfred Mills	Charts	6	30		
Geo. Hutchison	Spy-glass	49	95		
E. Chanteloup	Argand burners	144	50		
H. S. King & Co.	Subscription to Nautical Magazine ..	4	89		
Small & Hatheway	Freight of supplies	11	55		
Call & Millar	Coal and freight	9	05		
Bowes, Campbell & Ellis	Stone and fittings for Marine Office ..	19	59		
Intercolonial Railroad Co.	Freight	31	44		
R. P. & W. F. Starr	Coal for office	34	61		
Wm. Lewis	Ironing boat	7	20		
J. & J. Hegan	Laying carpet in Steamboat Inspector's room ..	9	08		
J. R. Cameron & Co.	Burners and repairing reflectors	186	50		
Thomas Deblois	Subscription to news room	5	06		
Joseph McAlmon	Expenses selecting site for wharf	20	00		
Wm. Blizard	Rent of warehouse from 1st Nov., '77, to 1st May, '78	70	00		
Wm. Wheten	Amount paid Pilots for locating beacon light at Richibucto Beach	14	00		
D. Long	Shelving for office	4	72		
Jane Millar	Washing towels	4	00		
M. Robinson	Basin for office	4	60		
W. M. Smith	Travelling expenses	10	00		
				16,192	38
	Beacon Light.				
Timothy Clark	12 months' salary as Light-keeper	\$395	00		
Receiver General	Superannuation tax on Keeper's salary ..	5	00		
				400	00
Timothy Clark	Boarding painters 6½ weeks at \$3	20	66		
do	Allowance for fuel, 1877-78	20	00		
R. Barbour	Painting and glazing	124	20		
Geo. F. Smith	Wire	4	14		
R. R. Cameron & Co.	Obimneys, wicks and oil	29	85		
W. H. Thorne & Co.	Paint and oil	5	65		
Wm. Lewis	Repairs to bell	4	00		
C. E. Harding	Lumber	11	18		
Geo. Nixon	Glass	1	80		
T. McAvity & Sons	Signal halyards, oars, life buoy, chain, etc.	209	42		
John Lander	4½ days' labour repairing, at \$1.50	6	75		
H. King	Boating supplies, etc	13	10		
C. G. Berryman	Glass, putty, lime, rope and oil	73	36		
D. W. Clark	Repairs to bell house	87	73		
Shamper & Co.	Rent of boat and repairs	13	50		
Heveror & Co.	Repairing lantern	39	71		
J. Woodley	Repairing boat	12	00		
J. L. Stephen	Boat hire	9	50		
Robt. Hamilton	Whitewashing	9	75		
J. L. McCoskery	Stationery	3	75		
Robt. Hamilton	Painting	19	50		
				1,119	56
	Carried forward			17,311	93

STATEMENT of Expenditure in connection with the Maintenance of Light-houses, Fog-Whistles, &c., in New Brunswick, etc.—Continued.

		\$	cts.	\$	cts.
	Brought forward.....			17,311	93
<i>Bliss Island Light.</i>					
Jarvis Clark.....	12 months' salary as Light-keeper.....	\$296	28		
Receiver General.....	Superannuation tax on Keeper's salary..	3	72		
			300	00	
Jarvis Clark.....	Work on barn and lumber		15	42	
O. G. Berryman.....	Hardware, lime, powder, soap, flag and wall paper		174	88	
Jarvis Clark.....	Flagstaff and carting		16	00	
John Woodley.....	Boat.....		52	50	
John Stinson.....	Freight on boat		5	00	
W. A. Dunham.....	Freight		4	00	
J. L. McCoskery.....	Stationery.....		3	75	
				571	53
<i>Bathurst Light.</i>					
John Connors.....	12 months' salary as Light-keeper.....		108	02	
W. & G. Watt.....	Cotton, flannel, swansdown, pails, &c.....		18	10	
H. Baldwin.....	Rent of ground to 30th June, 1878.....		16	00	
P. Carroll.....	On account of repairs.....		100	00	
				242	12
<i>Beaver Harbour.</i>					
Ezra Munro.....	12 months' salary as Light-keeper.....	\$246	88		
Receiver-General.....	Superannuation tax on Keeper's salary..	3	12		
			250	00	
J. R. Cameron & Co.....	Chimneys, wicks and oil.....		12	20	
W. H. Thorne & Co.....	Paint and oil.....		7	25	
Ezra Munro.....	Freight and mason work.....		11	48	
O. G. Berryman.....	Flag, zinc, oars, rope, cement, &c.....		60	44	
Ezra Munro.....	Law costs, on fence, suit for trespassing.....		9	50	
Hevenor & Co.....	Repairs to lamps		2	02	
J. L. McCoskery & Co.....	Stationery.....		3	75	
Ezra Munro.....	Paid for blocks, ticking, cotton, flannel, &c.....		11	16	
do.....	Allowance for fuel to 30th June, 1878		20	00	
				387	80
<i>Cape Enrage Light.</i>					
W. S. Starratt.....	12 months' salary as Light-keeper.....	\$395	00		
Receiver-General.....	Superannuation tax on Keeper's salary..	5	00		
			400	00	
J. R. Cameron & Co.....	Chimneys and wicks.....		15	20	
W. H. Thorne & Co.....	Paint and oil		7	00	
T. McAvity & Sons.....	Canvas, white lead, &c.....		98	13	
O. G. Berryman.....	Canvas, oil and iron.....		54	50	
Hevenor & Co.....	Repairs to lamps.....		2	00	
W. S. Starratt.....	Opera glass and repairs to fence.....		19	00	
J. L. McCoskery & Co.....	Stationery		3	75	
				599	58
<i>Caraquet Island Light.</i>					
Louis Porlier.....	12 months' salary as Light-keeper.....	\$197	52		
Receiver-General.....	Superannuation tax on Keeper's salary..	2	48		
			200	00	
W. & G. Watt.....	Cotton, flannel and hardware.....		18	10	
R. Young.....	Boat hire.....		8	00	
				226	10
	Carried forward.....			19,339	06

STATEMENT of Expenditure in connection with the Maintenance of Light-houses, Fog-Whistles, &c., in New Brunswick, etc.—Continued.

		\$ cts.	\$ cts.
	Brought forward.....		19,339 06
	<i>Coz's Point Light.</i>		
M. Y. Cox	12 months' salary as Light-keeper.....	80 00	
J. R. Cameron & Co.....	Chimneys, wicks and oil.....	14 36	94 36
	<i>Cassie's Point Light.</i>		
Charles LeBlanc.....	12 months' salary as Light-keeper..... \$246 88		
Receiver-General.....	Superannuation tax on Keeper's salary.. 3 12		
		250 00	
W. & G. Watt.....	Cotton, flannel, soap, polishing liquid, &c.....	19 63	
T. McAvity & Sons	Paint and oil.....	18 15	
Charles LeBlanc.....	Carting oil and painting Lighthouse	11 00	
Wm. Sinclair.....	Boat and oars.....	41 00	
J. S. Fleming.....	Freight on boat.....	2 80	343 18
	<i>Cape Spencer Light.</i>		
Geo. C. Blacklock.....	12 months' salary as Light-keeper..... \$395 00		
Receiver-General.....	Superannuation tax on Keeper's salary.. 5 00		
		400 00	
J. R. Cameron & Co.....	Chimneys, wicks and oil	36 50	
W. H. Thorne & Co.....	Paint and oil.....	2 50	
T. McAvity & Sons.....	Soap and towels.....	54 02	
Fred. Blacklock	Painting Lighthouse.....	18 70	
do	Wood and carting	21 80	
O. G. Berryman.....	Paint and oil	8 71	
J. R. Cameron & Co	Chimneys and oil.....	40 20	
J. Stanley.....	Carting oil.....	2 50	
H. Anthony.....	do	12 00	
Fred. Blacklock	do	17 50	614 23
	<i>Cape Enrage Fog Alarm.</i>		
W. S. Starratt.....	12 months' salary as Engineer..... \$395 00		
Receiver-General.....	Superannuation tax on Engineer's salary 5 00		
		400 00	
J. W. Purdy.....	Landing coal.....	6 00	
Daniel Tingley.....	Carting coal.....	39 50	
R. P. & W. F. Starr.....	50 tons coal, at \$2.50	125 00	
Jas. Cornwaith.....	Lumber.....	12 50	
W. S. Starratt.....	Carting and labour.....	38 16	
George Tingley.....	Flag	6 00	
Robt. Tingley.....	10 cords wood.....	40 00	
J. H. Crosby	Labour, freight and repairs to machinery.....	76 95	744 11
	<i>Dalhousie Light.</i>		
Louis Arseneaux	12 months' salary as Light-keeper.....	100 00	
W. & G. Watt.....	Cotton, flannel, soap, &c.....	18 10	
John Barbour.....	Registering deed	2 00	
Wm. Sinclair.....	Boat and oars.....	41 00	
J. S. Fleming.....	Freight on boat.....	2 60	163 70
	Carried forward.....		21,298 64

STATEMENT of Expenditure in connection with the Maintenance of Light-houses, Fog-Whistles, &c., in New Brunswick, etc.—Continued.

		\$	cts.	\$	cts.
	Brought forward.....			21,298	64
	<i>Escuminac Light.</i>				
Thos. Phillips.....	12 months' salary as Light-keeper.....	\$395	00		
Receiver-General.....	Superannuation tax on Keeper's salary..	5	00		
			400	00	
W. & G. Watt	Blind linen, towels, cotton, flannel, white lead, &c.		61	95	
					461 95
	<i>Escuminac Fog Alarm.</i>				
Thos. Phillips.....	12 months' salary as Engineer.....	\$395	00		
Receiver-General.....	Superannuation tax on Engineer's salary	5	00		
			400	00	
W. & G. Watt.....	Paint, lead, &c.....		10	61	
Thos. Phillips.....	Expenses landing coal, &c.....		41	50	
James Nash.....	10 cords of wood at \$3 50.		35	00	
R. R. Call.....	16 tons coal, \$64.00; labour on coal, \$6.00...		70	60	
Allan Lewis.....	Freight on coal.....		25	00	
					562 11
	<i>Fox Island Light.</i>				
Wood Williston.....	12 months' salary as Light-keeper.....	\$296	28		
Receiver General.....	Superannuation tax on Keeper's salary...	3	72		
			300	00	
W. & G. Watt	Paint, brushes, oil, &c.....		30	24	
James Gray.....	Repairing lantern.....		14	00	
J. H. Phinney	Stove pipe.....		0	70	
J. R. Cameron & Co....	Chimneys and wicks.....		1	50	
James Gray.....	Repairing and painting two lanterns.....		16	00	
					362 44
	<i>Fox Island Light (Lower).</i>				
R. Reinsborrow.....	12 months' salary as Light-keeper.....	\$197	52		
Receiver General.....	Superannuation tax on Keeper's salary...	2	48		
			200	00	
W. & G. Watt.....	Towel'ing, flannel, polishing liquid, stove pipe, &c		30	00	
James Gray.....	Lamps.....		4	00	
R. Reinsborrow.....	4 cords wood, \$8.00; carting lamps, \$9.00.....		17	00	
Allan Lewis.....	Freight on 2 casks oil		1	50	
J. Mitchell.....	Freight on reflector.....		5	00	
					257 50
	<i>Fanjoy's Point Light.</i>				
W. Fanjoy	12 months' salary as Light-keeper.....		80	00	
J. R. Cameron & Co	Chimneys, wicks and oil.....		20	25	
O. G. Berryman.	10 yds. cotton.....		1	40	
T. McAvity & Sons.....	Paint, soap and chamolis.		11	65	
W. Fanjoy.....	Chimneys and oil.....		6	15	
					119 45
	<i>Grindstone Island Light.</i>				
John R. Stiles.....	12 months' salary as Light-keeper.....	\$395	00		
Receiver General.....	Superannuation tax on Keeper's salary..	5	00		
			400	00	
James Clark	1 year's rent of boathouse		24	00	
J. R. Cameron & Co	Chimneys, wicks and burners		9	50	
J. R. Stevens.....	Building platform, digging ditch, &c.....		416	60	
T. McAvity & Sons.....	Soap, flannel, &c		50	86	
Alex. Rogers.....	Boating and carting supplies..		9	77	
John R. Stiles	Allowance for fuel to 30th June, 1878.		20	00	
do	Repairing boat.....		9	00	
J. L. McCookery	Stationery.....		3	75	
					943 45
	Carried forward.....				24,025 57

STATEMENT of Expenditure in connection with the Maintenance of Light-houses, Fog-Whistles, &c., in New Brunswick, etc.—Continued.

		\$	cts.	\$	cts.
	Brought forward.....			24,025	57
	<i>Gannet Rock Light.</i>				
W. B. McLaughlin	12 months' salary as Light-keeper	\$823	20		
Receiver General	Superannuation tax on Keeper's salary...	16	80		
			840	00	
W. B. McLaughlin	Freight on water		312	00	
J. R. Cameron & Co.....	Chimneys and wicks.....		82	65	
W. H. Thorne & Co.....	Paint and oil		78	25	
J. W. Purdy	Landing coal		4	00	
C. G. Berryman.....	Powder, hardware, alcohol, &c.....		371	21	
W. B. McLaughlin	Repairs, painting, lumber, &c		109	86	
R. P. & W. F. Starr.....	15 tons coal at \$2.50.....		37	50	
Geo. Nixon.....	Glass.....		47	30	
Chas. R. Russell.....	Boat for lighthouse.....		80	00	
J. L. McCoskery.....	Stationery		3	75	
				1,966	52
	<i>Green Head Light.</i>				
J. W. Williams	12 months' salary as Light-keeper.....		80	00	
J. R. Cameron & Co.....	Chimneys, wicks and oil.....		8	70	
				88	70
	<i>Grant's Beach Light.</i>				
Geo. Grant.....	12 months' salary as Light-keeper.....		100	00	
W. & G. Watt.....	Soap, chamois, swansdown, flannel, &c.		32	20	
W. Sinclair.....	Boat and oars.....		41	00	
James Gray	Repairing lamp and burners		5	30	
Call & Millar.....	Freight on boat.....		4	00	
				182	50
	<i>Grand Manan Fog Alarm.</i>				
James Tatton.....	12 months' salary as Light-keeper.....	\$693	72		
Receiver General.....	Superannuation tax on Keeper's salary...	6	28		
			700	00	
J. R. Cameron & Co	Chimneys and wicks.....		4	00	
W. H. Thorne & Co.....	Paint and oil		16	15	
James Tatton.....	20 galls. Paraffine oil.....		15	00	
do	15½ cords wood at \$4.00.....		62	00	
J. N. Purdy	Landing coal		85	00	
John Ryan.....	Carting water.....		25	00	
W. F. Nutter.....	do		25	00	
C. G. Berryman.....	Hardware, flannel, rubber, packing, &c.		180	65	
C. E. Harding.....	Lumber.....		13	50	
A. Turner	Freight.....		6	00	
R. P. & W. F. Starr.....	100 tons coal at \$3.00.....		300	00	
W. F. Nutter.....	Carting water.....		27	50	
T. McAvity & Sons.....	Iron piping, cement, &c		212	86	
Jas. Tatton	Boarding men 8½ weeks at \$3.00.....		24	50	
John Bowes	Labour and iron for boiler.....		7	25	
James Foster.....	Labour at drain		21	00	
John Ryan	Making drain		61	25	
Geo. Tatton	Carting 100 tons coal at 80c.....		80	00	
Jas. Tatton	Deed of land		250	00	
Allan Bros.....	Repairs to ironwork		14	60	
J. L. McCoskery.....	Stationery.....		3	75	
				2,135	01
	Carried forward.....			28,398	30

STATEMENT of Expenditure in connection with the Maintenance of Light-houses, Fog-Whistles, &c. in New Brunswick, etc.—Continued.

		\$ cts.	\$ cts.
	Brought forward.....		28,398 30
	<i>Goose Lake Light.</i>		
D. J. B. Robicheaux.....	12 months' salary as Light-keeper.....	\$246 88	
do	2 months' increase in salary, May and June, 1878	8 32	
Receiver General.....	Superannuation tax on Keeper's salary ..	2 96	
		258 16	
W. & G. Watt.....	Flannel, towels, etc.....	20 50	
			278 66
	<i>Grindstone Island Fog Alarm..</i>		
H. T. Stevens.....	Hire of schooner landing coal	20 00	
R. P. & W. F. Starr.....	50 tons coal at \$2 50	125 00	
J. R. Stiles	Cordwood, \$7.50; carting coal, \$53.32	60 82	
J. L. McCoskery.....	Stationery	3 75	
J. H. Crosby	Travelling expenses	8 50	
Wm. M. Smith	do	17 68	
T. McAvity & Sons.....	Iron pipe and portable forge	57 75	
J. H. Crosby	On account of wages fitting up machinery	40 00	
			333 48
	<i>Head Harbour Light.</i>		
H. McLaughlin.....	12 months' salary as Light-keeper	\$395 00	
Receiver General.....	Superannuation tax on Keeper's salary ..	5 00	
		400 00	
J. R. Cameron & Co.....	Chimneys, wicks, oil, etc	24 20	
W. H. Thorne.....	Paint and oil	9 45	
Thos. Mack.....	Freight	23 76	
J. N. Purdy.....	Landing coal	13 00	
Aug. Quick	Bunting	2 50	
C. G. Berryman.....	Hardware, cotton, flannel, etc.	265 35	
T. McAvity & Sons.....	Reflector, chisels, files, lamps, etc.....	68 09	
R. P. & W. F. Starr.....	Coal	6 00	
D. W. Clark	Labour building houses for fog horn, etc.....	876 18	
H. McLaughlin.....	Boarding engineers 40¢ at \$3 per week.....	122 49	
Allan Bros.....	Repairs to shafting	173 74	
Adam Young.....	Stove	15 91	
D. J. O'Dell	Sheet lead, etc.....	30 53	
Hevenor & Co	Copper pipe	11 05	
H. McLaughlin.....	Allowance for fuel, 1877-78	25 00	
H. Peters	Mason and carpenters' repairs.....	13 00	
J. H. Crosby	Travelling expenses	27 00	
D. L. Hutchison	Clock	4 00	
J. R. Cameron & Co	Lamps and chimneys	5 80	
H. McLaughlin.....	Boarding Crosby and allowance for stove ..	13 00	
D. J. O'Dell	Shingles, paint and oil	19 93	
J. L. McCoskery	Stationery	3 75	
J. H. Crosby	Paid for labour repairing fog horn.....	26 00	
			2,179 73
	<i>Heron Island Light.</i>		
John Dutch.....	12 months' salary as Light-keeper	\$197 52	
Receiver General.....	Superannuation tax on Keeper's salary ..	2 48	
		200 00	
W. & G. Watt	Cotton, flannel, soap, etc	17 85	
Wm. Sinclair	Boat and oars	41 00	
J. S. Fleming.....	Freight on boat	2 70	
			261 55
	Carried forward.....		31,451 73

STATEMENT of Expenditure in connection with the Maintenance of Light-houses, Fog-Whistles, &c, in New Brunswick, etc.—Continued.

		\$	cts.	\$	cts.
	Brought forward.....			31,451	72
	<i>Hillsborough Wharf Light.</i>				
John Beatty	9 months' salary as Light-keeper.....	56	25		
Abram Forbes.....	3 do do	18	75		
	<i>Hendry Point Light.</i>				75 00
Joseph Hendry.....	12 months' salary as Light-keeper	80	00		
J. R. Cameron & Co.....	Chimneys, wicks and oil	9	33		
	<i>Jourimain Light.</i>				89 23
A. W. Bent.....	12 months' salary as Light-keeper	\$246	88		
Receiver-General	Superannuation tax on Keeper's salary .	3	12		
		250	00		
W. & G. Watt	Polishing liquid, cotton, flannel, soap, etc.....	20	50		
T. McAvity & Sons.....	Dominion Ensign, oil pumps, etc.....	70	90		
A. W. Bent.....	Cartage and freight on revolving apparatus.	37	57		
E. Chanteloup.....	Lantern, revolving apparatus and reflectors.....	727	16		
P. Carroll	Paid for lumber, stone and labour placing lantern..	258	75		
	<i>Lightship, Miramichi.</i>			1,364	88
Geo. Rogers.....	5 months' salary as Light-keeper.....	\$289	58		
Receiver-General.....	Superannuation tax on Keeper's salary .	2	50		
		292	08		
W. & G. Watt	Paint, rope, oil, etc.....	430	10		
James Gray.....	Altering light.....	7	50		
J. H. Phinney.....	Repairing lantern.....	2	45		
Angus McEachern	Placing vessel, May, 1877.....	20	00		
Geo. Savoy.....	do do	20	00		
W. J. Fitzpatrick.....	Water.....	5	00		
James Mitchell.....	Labor bills, paid C. McLellan	23	40		
James Walls.....	Removing vessel to Newcastle.....	24	00		
James Mitchell.....	Cutting ice.....	10	00		
M. McLellan	do	10	00		
James Mitchell.....	Labor bills, scraping, &c	20	40		
James Gray.....	Painting lanterns, and wicks.....	33	91		
T. Daley	Wages of men repairing ship.....	218	64		
Call & Millar.....	Towing	30	90		
R. R. Call.....	Oakum and coal	19	75		
Wm. Ashford.....	400 gallons of water.	2	00		
Mitchell Martin.....	Placing lightship on Horse Shoe, Miramichi River..	20	00		
T. Daley	1½ months salary to 30th June	86	87		
Receiver-General.....	Superannuation tax on T. Daley's salary	0	63		
James Mitchell.....	Labor laying up.....	25	00		
	<i>Machias Seal Island Light.</i>			1,301	73
David Webster.....	12 months' salary as Light-keeper	493	72		
Receiver-General.....	Superannuation tax on Keeper's salary...	6	28		
		500	00		
A. J. Meloon.....	Boating	15	00		
J. R. Cameron & Co.....	Chimneys, wicks and oil	25	90		
Alex. Eddy.....	Salary as Engineer to 26th August.....	150	25		
J. Pike	D. Webster's travelling expenses	4	00		
O. G. Berryman.....	Hardware, soap, wall paper, &c.....	162	67		
O. E. Harding	Lumber	24	01		
T. McAvity & Sons.....	Bolts, governor, &c	73	59		
Geo. Armstrong	Powder, blasting rock, repairing house.....	53	75		
J. L. McCoskey.....	Stationery.....	3	75		
Chance Bros	Fixed light, 3rd order, £576 11s. 6d.....	2,805	88		
				3,818	80
	Carried forward.....			38,101	46

STATEMENT of Expenditure in connection with the Maintenance of Light-houses, Fog-Whistles, &c, in New Brunswick, etc.—Continued.

		\$	cts.	\$	cts.
	Brought forward.....			38,101	46
	<i>Miscou Light.</i>				
Robert Rivers	12 months' salary as Light-keeper.....	493	72		
Receiver-General	Superannuation tax on salary of Keeper	6	28		
			500	00	
W. & G. Watt.....	Cotton, flannel, polishing liquid, soap, &c.....		48	39	
Robert Rivers	Repairing boat		15	67	
J. R. Cameron & Co	Chimneys and wicks.....		14	00	
T. McAvity & Sons.....	Paint, oil, glass, &c		60	38	
James Mitchell.	Freight.....		3	00	
Robert Rivers.....	Tallow, stationery, hauling coal, &c		8	50	
James Gray.....	Red chimneys		15	90	
Robert Rivers.....	Freight.....		12	30	
Robert McConnell.....	Conveying returns to Post Office.....		10	00	
				688	12
	<i>Middle Island Light.</i>				
David McEwan	12 months' salary as Light-keeper... ..	296	28		
Receiver-General.....	Superannuation tax on Keeper's salary..	3	72		
			300	00	
W. & G. Watt.	Cotton and flannel.....		17	25	
James Gray.....	Painting lantern.....		10	80	
				328	06
	<i>Machias Seal Island Fog Alarm.</i>				
David Webster.....	12 months' salary as Engineer.....		496	86	
do	Freight on furniture from Dorchester to St. John, and travelling expenses.....		18	97	
G. W. Meloon.....	Boating supplies during the year.....		73	50	
do	Freight on lathe		15	00	
Isaac Wilder.....	5 tons coal and freight.....		55	50	
J. N. Purdy.....	Landing coal		37	00	
Hugh Belmore	18 cords wood at \$3.00.....		144	00	
O. G. Berryman.....	Hardware, force pump, soap, wall paper, &c.....		114	03	
R. P. & W. F. Starr.....	200 tons coal at \$3.00.....		600	00	
T. McAvity & Sons	Turning lathe and tools, \$300; boiler tubes \$171..		471	00	
G. W. Day.....	Advertising in <i>Christian Visitor</i>		1	00	
J. L. McCoskery.....	Stationery		3	75	
Geo. Armstrong.	Shingles, iron and cement.....		23	50	
				2,054	11
	<i>Miscou Fog Alarm.</i>				
Robert Rivers.....	12 months' salary as Engineer.....	296	28		
Receiver-General.....	Superannuation tax on Keeper's salary..	3	72		
			300	00	
John Shark.....	Freight on boiler tubes, &c		10	00	
T. McAvity & Sons.....	Tube expander, guage glasses, &c		87	61	
Robert Rivers.....	30 cords wood, \$90; rails for fencing, \$40		130	00	
do	Pump packing, truckage, anchor and chains.....		39	77	
J. R. Goggin.....	Auger and bits.....		8	90	
				576	28
	<i>Mark's Point Light.</i>				
Patrick Tomeys	12 months' salary as Light-keeper.....		80	00	
J. R. Cameron & Co	Chimneys, wicks and oil.....		11	75	
W. H. Thorne & Co.....	Paint and oil		8	15	
G. G. Berryman.....	Brushes, baize, towelling, &c		12	73	
				112	63
	Carried forward			41,880	65

STATEMENT of Expenditure in connection with the Maintenance of Light-houses, Fog-Whistles, &c., in New Brunswick, etc.—Continued.

		\$	cts.	\$	cts.
	Brought forward.....			41,860	65
	<i>Musquash Island Light.</i>				
Daniel Smith	12 months' salary as Light-keeper.....	80	00		
J. R. Cameron & Co	Chimneys, burners, &c.....	12	43		
W. H. Thorne & Co.....	Paint and oil.....	5	25		
T. McAvity & Sons.....	do	3	30		
G. G. Berryman.....	Paint and oil.....	9	55	110	53
	<i>McMann's Point Light.</i>				
Robt. McMann.....	12 months' salary as Light-keeper.....	80	00		
J. R. Cameron & Co.....	Chimneys, wicks and oil.....	9	24		
T. McAvity & Co.....	Paint and oil.....	63	12		
J. A. Lester.....	4 days' labour on repairs.....	8	00		
C. G. Berryman.....	Towelling, sweet oil, soap, &c.....	10	31	170	67
	<i>No Man's Friend Light.</i>				
E. Buzzs.....	12 months' salary as Light-keeper	80	00		
J. R. Cameron & Co.....	Chimneys, wicks and oil.....	8	79		
T. McAvity & Sons.....	Lantern and glass.....	4	20		
M. D. & H. A. Austin ..	Oil and freight.....	11	34	104	33
	<i>Negua Light.</i>				
Wm. Morrison.....	12 months' salary as Light-keeper.....	\$148	12		
Receiver-General	Superannuation tax on Keeper's salary..	1	88		
		150	00		
W. & G. Watt.....	Cotton, hardware, rope, soap, &c.....	24	92		
Thos. Savoy.....	Painting.....	12	60		
Wm. Hillman.....	Silvering reflector.....	2	00		
John Morrissey	Freight and carting reflector.....	5	25	194	17
	<i>Negro Town Point Light.</i>				
John Nixon.....	Salary from 10th February, 1878, to 1st April, 1878	27	40		
do	Carting oil.....	1	00		
J. R. Cameron & Co	Burners and chimneys.....	6	40	34	80
	<i>Oak Point Light, St. John River.</i>				
Chas. Theal	12 months' salary as Light-keeper.....	80	00		
J. R. Cameron & Co.....	Chimneys, wicks and oil.	9	24	89	24
	<i>Oromocto Shoals Light.</i>				
J. K. Hazen.	11 months' salary as Light-keeper.....	73	33		
J. R. Cameron & Co.....	Chimneys, wicks and oil.....	9	15	82	48
	<i>Oak Point Light, Miramichi.</i>				
J. Coughlan.....	12 months' salary as Light-keeper	100	00		
W. & G. Watt.....	Cotton, swansdown, flannel, soap, etc.....	37	29		
James Gray.....	Lamps	22	88		
J. Coughlan	Carting oil and reflectors	3	00		
Wm. Sinclair.....	Boat and oars.....	41	00		
John Morrissey	Carting reflector.....	5	25		
Call & Millar.....	Freight on boat.....	4	00	213	42
	Carried forward.....			42,860	29

STATEMENT of Expenditure in connection with the Maintenance of Light-houses, Fog-Whistles, &c., in New Brunswick, etc.—Continued.

		\$	cts.	\$	cts.
	Brought forward.....			42,860	29
<i>Partridge Island Light.</i>					
James Wilson.....	12 months' salary as Light-keeper.....	\$395	00		
Receiver-General.....	Superannuation tax on Keeper's salary..	5	00		
			400	00	
Jas. Wilson.....	Boarding men 6½ weeks.....		32	00	
J. R. Cameron & Co.....	Chimneys, wicks and trimmers.....		66	13	
John Woodley.....	Repairing boat.....		16	00	
G. E. Harding.....	Lumber.....		2	81	
T. McAvity & Sons.....	Paint, oil and putty.....		29	06	
H. King.....	Boating.....		25	40	
O. G. Berryman.....	Alcohol.....		4	18	
Hevenor & Co.....	Repairing lamps.....		1	60	
John Otter.....	Repairing flag-staff.....		3	00	
J. L. McCoskery.....	Stationery.....		3	75	
D. L. Hutchinson.....	Repairing clock.....		1	25	
Mark Lester.....	Repairing windows.....		4	00	
				589	18
<i>Point Lepreaux Light.</i>					
George Thomas.....	12 months' salary as Light-keeper.....	\$395	00		
Receiver-General.....	Superannuation tax on Keeper's salary..	5	00		
			400	00	
John Smith.....	Water.....		2	50	
J. R. Cameron & Co.....	Chimneys and wicks.....		14	96	
W. H. Thorne & Co.....	Paint and oil.....		11	45	
Wm. Clark.....	Carting oil.....		4	20	
T. McAvity & Sons.....	Flannel, soap, cotton, towelling, etc.....		47	18	
R. Barbour.....	Painting boat.....		7	00	
Geo. Thomas.....	Repairs and lumber.....		28	00	
John Woodley.....	Boat.....		52	50	
O. G. Berryman.....	Locks, oil, paint, etc.....		47	50	
Hugh Belmore.....	Freight.....		11	80	
Geo. Thomas.....	Labour and repairs.....		3	50	
J. L. McCoskery.....	Stationery.....		3	75	
Wm. Lewis.....	Grapnel for boat.....		2	25	
				636	5
<i>Portage Island Light.</i>					
Hugh Murray.....	12 months' salary as Light-keeper.....	\$197	52		
Receiver-General.....	Superannuation tax on Keeper's salary..	2	48		
			200	00	
W. & G. Watt.....	Cotton, flannel, soap, brushes, etc.....		17	37	
James Gray.....	Altering lantern.....		17	00	
J. R. Goggia.....	Alcohol, jar, etc.....		2	05	
				236	42
<i>Preston's Beach Light.</i>					
Thos. Lewis.....	12 months' salary as Light-keeper.....		100	00	
W. & G. Watt.....	Cotton, flannel, polishing liquid, towelling, etc.....		29	55	
J. H. Phinney.....	Tin pan.....		0	60	
Gilmore, Rankine & Co.....	Wire rope.....		26	60	
M. Preston.....	12 months' rent of land for 1877.....		20	00	
				176	75
	Carried forward.....			44,490	23

STATEMENT of Expenditure in connection with the Maintenance of Light-houses, Fog-Whistles, &c., in New Brunswick, etc.—Continued.

		\$	cts.	\$	cts.
	Brought forward.....			44,499	22
<i>Point Lepreaux Fog Alarm.</i>					
W. A. Gallant.....	12 months' salary as Engineer.....	\$144	36		
Receiver-General.....	Superannuation tax on Engineer's salary.....	5	64		
			450	00	
J. R. Cameron & Co.....	Chimneys and wicks.....		1	50	
W. H. Thorne & Co.	Paint and oil.....		19	35	
W. A. Gallant.....	Labor on water, lumber, new boat, &c.		45	20	
J. N. Purdy.....	Landing coal.....		10	00	
S. G. Blizard.....	Lumber.....		44	00	
Anthony Thomas.....	Carting coal.....		19	82	
W. Clark.....	do and oil.....		66	95	
T. McAvity & Sons.....	Flag felt, sheet brass, hardware, paint, rope, &c...		254	79	
R. R. and W. F. Starr.....	79 tons coal at \$3.....		237	00	
W. Thompson.....	Carting coal.....		26	82	
J. L. McCoskery.....	Stationery.....		3	75	
				1,179	18
<i>Passamaquoddy Bay Light.</i>					
Jas. Clark.....	12 months' salary as Light-keeper.....	\$345	64		
Receiver-General.....	Superannuation tax on Keeper's salary..	4	36		
			350	00	
Jas. Clark.....	Wood and boating water.....		69	65	
Robertson & Glenn.....	Lumber.....		5	07	
J. R. Cameron & Co.....	Chimneys and wicks.....		7	50	
W. H. Thorne & Co.	Paint and oil.....		12	80	
A. Murchie.....	Rent of stove.....		5	00	
T. McAvity & Sons.....	Labor, flag, &c.....		71	88	
R. P. and W. F. Starr.....	Two tons coal.....		5	00	
Obadiah Conley.....	Repairing reflector.....		2	25	
John R. Clark.....	Two sets davits, repairing deck, &c.....		13	50	
Jas. A. Clark.....	Boarding men.....		4	00	
Robt. Ross.....	Repairing steps.....		87	29	
P. Quinn.....	Iron work.....		17	70	
Estate W. Whitlock.....	Boiled oil, white lead, turpentine, &c.....		6	73	
Hevenor & Co.....	Repairing burners.....		0	60	
Jas. A. Clark.....	Blocks and postage.....		10	09	
Street & Co.....	Stove grate.....		1	50	
J. L. McCoskery.....	Stationery.....		3	75	
James Glass.....	9½ cords wood.....		35	62	
				709	93
<i>Point Midvie Light.</i>					
John W. Dairmaid.....	12 months' salary as Keeper.....	\$197	52		
Receiver-General.....	Superannuation tax on Keeper's salary...	2	48		
			200	00	
J. R. Cameron & Co.....	Chimneys, wicks, and oil.....		29	70	
W. H. Thorne & Co.....	Paint and oil.....		14	15	
C. G. Berryman.....	Hardware, paint, &c.....		32	75	
H. Burges.....	Storing, landing oil and carting.....		18	50	
Geo. Nixon.....	Glass.....		9	06	
W. A. Dunham.....	Freight of glass, lime, &c.....		4	00	
J. L. McCoskery.....	Stationery.....		3	75	
				311	91
	Carried forward.....			48,700	24

STATEMENT of Expenditure in connection with the Maintenance of Light-houses, Fog-Whistles, &c., in New Brunswick, etc.—Continued.

		\$	cts.	\$	cts.
	Brought forward.....			46,700	24
	<i>Pokemouche Light.</i>				
P. Robicheaux.....	12 months' salary as Keeper.....	\$197	52		
Receiver-General.....	Superannuation tax on Keeper's salary...	2	48		
			200	00	
W. and G. Watt.....	Paint, oil, soap, cotton, &c.....		54	26	
James Gray.....	Copper frames.....		6	00	
J. H. Phinney.....	Two oil tanks.....		28	00	
John Murphy.....	Horse hire.....		14	00	
P. Robicheaux.....	Repairing foundation.....		32	00	
				334	26
	<i>Pea Point Light.</i>				
Alex. Davidson.....	Salary as Keeper, from 4th July, 1877, to 30th June, 1878.....	\$244	89		
Receiver-General.....	One quarter's superannuation tax on Keeper's salary.....	0	78		
			245	67	
Chas. King.....	Freight.....		4	00	
R. Barbour.....	Painting boat.....		7	00	
John Woodley.....	Boat.....		52	50	
Dewar & O'Brien.....	Paint, brushes and alcohol.....		17	71	
				326	88
	<i>Point du Chêne Light.</i>				
Hevenor & Co.....	Repairing lantern.....			14	85
	<i>Partridge Island Fog Alarm.</i>				
Jas. Wilson.....	12 months' salary as Engineer.....	\$395	00		
Receiver-General.....	Superannuation tax on Engineer's salary.....	5	00		
			400	00	
Jas. Wilson.....	Cleaning well, drawing water, &c.....		17	00	
D. L. Hutchinson.....	Clock.....		4	50	
J. R. Cameron & Co.....	Chimneys and wicks.....		35	50	
H. King.....	Scows and landing coal.....		189	35	
W. H. Thorne & Co.....	Paint and oil.....		15	65	
Alex. Duff.....	Towing scows.....		42	00	
O. Gregory.....	do.....		8	00	
S. G. Blizard.....	Lumber.....		11	98	
Jas. King.....	Carting water.....		5	00	
T. McAvity & Sons.....	Sail, rubber, paint and brushes.....		254	75	
D. McLaughlan & Son.....	Repairs on boiler.....		16	50	
H. King.....	Carting coal, boating.....		124	80	
R. P. & W. F. Starr.....	120 tons coal, at \$3.00.....		360	00	
Jas. Wilson.....	Boarding men.....		4	00	
Wm. Lewis.....	Car wheel.....		4	50	
Allan Bros.....	New valve.....		9	50	
T. McAvity & Sons.....	Boiler felt.....		7	65	
Harris Allan.....	Tin and thimbles.....		11	58	
Allan Bros.....	Repairs to whistle.....		20	96	
Z. G. Gable.....	Gauge glasses.....		1	80	
Wm. Lewis.....	Iron screw bolts.....		7	99	
J. L. McCoskery.....	Stationery.....		3	75	
				1,556	76
	Carried forward.....			48,932	99

STATEMENT of Expenditure in connection with the Maintenance of Light-houses, Fog-Whistles, &c., in New Brunswick, etc.—Continued.

		\$ cts.	\$ cts.
	Brought forward		48,932 99
	<i>Quaco Light.</i>		
Wm. Love.....	12 months' salary as Light-keeper	\$395 00	
Receiver-General.....	Superannuation tax on Keeper's salary ..	5 00	
		400 00	
J. R. Cameron & Co.....	Chimneys, wicks and oil	10 10	
T. McAvity & Sons.....	Paint, oil, etc.....	65 80	
Hevenor & Co.....	Iron chimney tops.....	6 80	
Wm. Love.....	Allowance for fuel, to 30th June, 1878.....	48 00	
J. L. McCoskery	Stationery.....	3 75	
			534 45
	<i>Richibucto Light.</i>		
Fabien Richard.....	12 months' salary as Light-keeper.....	\$182 68	
Receiver-General.....	Superannuation tax on Keeper's salary..	2 32	
		185 00	
W. & G. Watt	Swansdown, cotton, flannel, soap, etc.....	18 70	
James Gray.....	Repairing glasses, burners, etc.....	4 50	
			208 20
	<i>Robertson's Point Light.</i>		
Samuel Robertson.....	12 months' salary as Light-keeper.....	80 00	
J. R. Cameron & Co.....	Chimneys and wicks.....	8 98	
T. McAvity & Sons.....	Towels, matches, etc.....	4 90	
			93 86
	<i>Swallow Tail Light.</i>		
John W. Kent.....	12 months' salary as Light-keeper.....	\$395 00	
Receiver-General.....	Superannuation tax on Keeper's salary..	5 00	
		400 00	
J. R. Cameron & Co.....	Chimneys, wicks and oil.....	51 20	
W. H. Thorne & Co.....	Paint and oil.....	18 15	
J. N. Purdy	Landing coal.....	16 00	
S. G. Blizzard	Lumber.....	6 25	
C. G. Berryman.....	Powder, waste, soap, hardware, varnish, etc.....	347 44	
Geo. Nixon.....	Room-paper.....	8 76	
R. P. & W. F. Starr.....	10 tons coal.....	25 25	
J. L. McCoskery.....	Stationery.....	3 75	
			876 80
	<i>St. Andrew's Light.</i>		
Geo. Pendlebury.....	12 months' salary as Light-keeper	\$296 28	
Receiver-General.....	Superannuation tax on Keeper's salary ..	3 72	
		300 00	
Geo. Pendlebury.....	Freight of supplies.....	6 65	
J. R. Cameron & Co.....	Chimneys and wicks.....	14 50	
W. H. Thorne & Co.....	Paint and oil	26 90	
J. N. Purdy	Landing coal	1 00	
T. McAvity & Sons.....	Flag, paint, brushes, etc.....	96 53	
John Pendlebury.....	Painting and whitewashing Lighthouse	32 00	
Estate Wm. Whitlock.....	Lamp, chimney, etc.....	2 10	
Geo. Pendlebury.....	Allowance for fuel, 1878.....	20 00	
J. L. McCoskery.....	Stationery.....	3 75	
			503 43
	Carried forward.....		51,149 73

STATEMENT of Expenditure in connection with the Maintenance of Light-houses, Fog-Whistles, &c., in New Brunswick, etc.—Continued.

		\$	cts.	\$	cts.
	Brought forward.....			51,149	73
	<i>Shediac Island Light.</i>				
M. Robinson.....	12 months' salary as Light-keeper.....	\$246	88		
Receiver-General.....	Superannuation tax on Keeper's salary..	2	96		
			249	84	
M. Robinson.....	Increase of salary for May and June.....		8	32	
W. & G. Watt.....	Cotton, flannel, nails and soap.....		18	10	
Geo. F. Smith.....	Iron chain.....		5	68	
				281	94
	<i>Sand Point Light.</i>				
Robt. Clark.....	12 months' salary as Light-keeper.....		80	00	
J. R. Cameron & Co.....	Chimneys and wicks.....		8	88	
T. McAvity & Sons.....	Paint and oil.....		20	55	
				109	43
	<i>Southern Wolf Light.</i>				
Edward Snell.....	12 months' salary as Light-keeper.....	\$493	72		
Receiver-General.....	Superannuation tax on Keeper's salary..	6	28		
			500	00	
J. R. Cameron & Co.....	Chimneys, wicks, etc.....		19	38	
E. Snell.....	Blasting rock and cartage..		32	00	
T. McAvity & Sons.....	Signal balyards, rope, etc.....		239	26	
R. P. & W. F. Starr.....	8 tons coal, at \$2.50 ..		20	00	
D. J. O. Dell.....	Chimneys and freight.....		9	62	
E. Snell.....	Building wharf.....		160	00	
J. L. McCoskery.....	Stationery.....		3	75	
				984	01
	<i>Shippegan Light.</i>				
F. X. Dumaresq.....	12 months' salary as Light-keeper.....	\$237	00		
Receiver-General.....	Superannuation tax on Keeper's salary..	3	00		
			240	00	
W. & G. Watt.....	Soap, cotton, flannel, towelling, etc.....		20	95	
G. Robicheaux.....	Boat.....		9	00	
James Mitchell.....	Freight.....		3	00	
Russell & Mallett.....	Repairing barrier.....		20	00	
William Taylor.....	Carting supplies.....		6	00	
J. H. Phinney.....	Stovepipes.....		10	17	
Wm. Sinclair.....	Boat and oars.....		41	00	
J. B. Russell.....	Freight on boat.....		10	00	
				360	12
	<i>Sheldrake Island Light.</i>				
John McKay.....	12 months' salary as Light-keeper.....	\$296	28		
Receiver-General.....	Superannuation tax on Keeper's salary..	3	72		
			300	00	
W. & G. Watt.....	Cotton and rope.....		22	14	
James Gray.....	Repairing lantern.....		10	55	
J. H. Phinney.....	Tin pan.....		0	60	
James Gray.....	Burners and wicks.....		13	28	
Oall & Millar.....	Freight on oil.....		2	00	
				348	57
	<i>Spruce Point Light.</i>				
John Boyd.....	12 months' salary as Light-keeper.....		80	00	
O. G. Berryman.....	Hardware.....		2	85	
John Boyd.....	Freight and cartage.....		3	75	
Wm. Cavanagh.....	Ladders.....		11	50	
				98	10
	Carried forward.....			53,331	90

STATEMENT of Expenditure in connection with the Maintenance of Light-houses, Fog-Whistles, &c., in New Brunswick, etc.—Continued.

		\$	cts.	\$	cts.
	Brought forward			53,331	90
	<i>South Tracadie Light.</i>				
Joseph Forbes.....	15 months' salary as Light-keeper, from 1st April, 1877, to 30th June, 1878	\$185	15		
Receiver-General	Superannuation tax on Keeper's salary ..	1	88		
			187	03	
W. & G. Watt	Oil and glass		40	54	
J. H. Phinney	Oil tanks		28	00	
Wm. Ferguson	Moving Range Light		14	00	
Wm. Sinclair	Boat and oars		41	00	
J. B. Russell	Freight on boat		10	00	
				320	57
	<i>Tracadie Light.</i>				
Wm. Archer.....	12 months' salary as Light-keeper	\$237	00		
Receiver-General.....	Superannuation tax on Keeper's salary ..	3	00		
			240	00	
W. & G. Watt	Cotton, flannel, etc		20	59	
J. H. Phinney	Stove pipe		21	15	
Wm. Archer	Allowance for fuel to 30th June, 1878		10	00	
Wm. Ferguson	Building oil shed		30	00	
				321	74
	<i>Tabusintac Light.</i>				
Thomas Savoy ..	12 months' salary as Light-keeper	\$197	52		
Receiver-General..	Superannuation tax on Keeper's salary ..	2	48		
			200	00	
W. & G. Watt	Paint, oil, hardware, etc.....		31	28	
				231	28
	<i>Wilmot's Bluff Light.</i>				
J. D. Wilmot.....	12 months' salary as Light-keeper.....		80	00	
J. R. Cameron & Co	Chimneys, wicks, and oil.....		9	06	
J. D. Wilmot	Carting oil.....		2	05	
				91	11
				54,296	60
Less Refunds	Amount paid Philip Robicheaux.....	\$24	80		
	do Thomas Phillips.....	27	50		
	do Hevenor & Co.....	23	40		
				75	70
	Total			54,220	90

STATEMENT of Expenditure in connection with the Maintenance of Light-houses, Fog-Whistles, &c, in New Brunswick, etc.—Continued.

BUOYS AND BEACONS.			
GENERAL ACCOUNT.		\$ cts.	\$ cts.
Walter Lane.....	1 can buoy.....	70 00	
J. U. Gregory.....	To pay for labour, chains and anchors.....	221 50	
			291 50
<i>Bathurst.</i>			
P. J. Hachey.....	Boat hire, placing and lifting.....	79 11	
L. Arseneau.....	Pickets, and placing.....	30 00	
P. Landry.....	Labour on harbour.....	10 00	
D. Arseneau.....	Shifting buoy.....	3 00	
H. Hachey.....	26 barrels.....	5 20	
Ferguson, Rankin & Co.	Paint and oil.....	10 50	
			137 81
<i>Buctouche.</i>			
John Kenwick.....	Erecting two beacons.....	200 00	
do.....	New buoys; lifting and placing buoys.....	77 00	
			277 00
<i>Bell Buoy.</i>			
Wm. Lewis.....	New spring, rope and repairs.....	60 50	
Jas. L. Dunn.....	Chain and anchor shackle.....	125 90	
Alex Duff.....	Towing.....	30 00	
John Cotter.....	Tide work.....	48 00	
Robert Murray.....	Placing can buoy.....	14 00	
T. McAvity & Sons.....	Rope.....	16 51	
H. King.....	Watching and picking up buoy.....	39 00	
			333 91
<i>Bay Verte.</i>			
Jacob Sillicken.....	New buoys.....		49 00
<i>Campbellton.</i>			
Daniel O'Keefe.....	Buoy chain, and placing.....		153 50
<i>Caraquet.</i>			
Peter De Grace.....	Placing and repairs.....	107 31	
B. Paulin.....	Lifting buoys.....	79 00	
			186 31
<i>Cocaigne.</i>			
Thomas Irving.....	Placing and lifting.....		90 85
<i>Dalhousie.</i>			
Duncan McNeil.....	Placing and lifting buoys.....	76 00	
Andrew J. Wallace.....	do do.....	48 83	
			124 83
<i>Dorchester.</i>			
William Wood.....	Lifting and placing buoys.....		43 00
	Carried forward.....		1,687 21

STATEMENT of Expenditure in connection with the Maintenance of Light-houses, Fog-Whistles, &c., in New Brunswick, etc.—Continued.

		\$ cts.	\$ cts.
	Brought forward.....		1,687 21
	BUOYS AND BEACONS—Continued.		
	<i>Dipper Harbour.</i>		
H. Belmore.....	Buoy, and placing		10 00
	<i>Grand Manan.</i>		
E. Gaskill.....	Placing and lifting.....		48 62
	<i>Grand Lake.</i>		
Wm. Lewis.....	Buoy and chains.....	80 48	
Robt. McMann.....	Stones, buoy, and placing.....	97 00	
do	Staking Salmon River.....	15 00	
F. J. Purdy.....	Buoys, and placing.....	38 50	
			230 98
	<i>Grindstone Island.</i>		
William Wood.....	Placing buoys.....		30 00
	<i>Hopewell.</i>		
do	Lifting buoys.....		25 00
	<i>Harvey.</i>		
Jas. McAlmon.....	Painting.....		5 00
	<i>Miramichi.</i>		
James Walls.....	Lifting and placing.....	240 00	
Angus McPherson	Placing buoys.....	22 00	
Mitchell Martin.....	Lifting and placing buoys.....	231 00	
Allan McEachran.....	Picking up buoy	16 00	
James Currie.....	Stones for buoys	45 00	
Angus McEachran.....	Placing horseshoe buoy.....	8 00	
Oall & Miller.....	Picking up buoys.....	60 00	
J. F. Letson	Hoop-iron and chain	129 49	
Guy, Bevan & Co.....	Wharfage.....	11 00	
Robert Rogers	Spar buoy.....	10 00	
Wm. and Andrew Hay....	New buoys.....	111 00	
James Rae.....	Iron work.....	81 75	
			965 24
	<i>Musquash.</i>		
H. Belmore.....	Buoy, and placing.....	30 00	
O. G. Berryman	Paint and oil.....	6 88	
			36 88
	<i>Red's Point Lamps.</i>		
R. Barbour.....	Painting and glazing.....	26 44	
Wm. Lewis.....	Iron ladder.....	9 80	
G. Hevenor.....	Coppersmith's repairs.....	81 40	
			117 64
	Carried forward.....		3,156 57

STATEMENT of Expenditure in connection with the Maintenance of Light-houses, Fog-Whistles, &c., in New Brunswick, etc. *Continued.*

		\$ cts.	\$ cts.
	Brought forward.....		3,156 57
BUOYS AND BEACONS—Continued.			
<i>Richibucto.</i>			
Jos. A. Jardine.....	Lifting buoys.....	75 00	
John Jardine.....	Stones and painting.....	20 00	
James Long.....	Placing buoys.....	80 00	
M. Fitzpatrick.....	Black-miths' work.....	27 30	
Louis Nelson.....	3 spar buoys.....	4 00	
Jas. Lawson.....	Scraping and painting.....	50 00	
John Brait.....	Chain.....	3 73	
Wm. Hudson.....	Paint and oil.....	1 40	
Alex. Roxborough.....	do.....	3 60	
John Curwin.....	Painting and placing.....	16 00	
			281 02
<i>Shippegan.</i>			
Peter DeGrace.....	Repairing, placing and lifting.....		109 98
<i>Shemogue.</i>			
John Avaré.....	Spar buoy, chain and placing.....		84 50
<i>Shediac.</i>			
Edward White.....	Lifting and placing buoys.....	86 00	
T. McAvity & Sons.....	Chain.....	29 07	
S. T. White.....	New buoys and painting.....	210 00	
			325 07
<i>St. Andrews.</i>			
John Bolson.....	Ironing and placing buoy.....		34 87
<i>St. George.</i>			
James Dick.....	Painting and placing.....	257 25	
John Bolson.....	Ironing and placing.....	59 41	
Wm. Lewis.....	Lifting buoys.....	14 70	
Jas. Dick.....	New buoys and placing.....	165 87	
John Fisher.....	Placing.....	25 00	
Jas. O'Brien.....	Rolls and chain.....	15 00	
E. C. Dick.....	Painting and placing.....	70 00	
			607 23
<i>St. Stephen.</i>			
Chas. Young.....	Lifting buoys.....		32 00
<i>St. Croix River.</i>			
Chas. Young.....	New buoys and placing.....		99 90
	Carried forward.....		4,731 23

STATEMENT of Expenditure in connection with the Maintenance of Lighthouses, Fog-Whistles, &c., in New Brunswick, etc.—*Concluded.*

		\$	cts.	\$	cts.
	Brought forward.....			4,731	23
	BUOYS AND BEACONS—<i>Concluded.</i>				
	<i>Tracadie.</i>				
Vital Arsenault.....	Buoy, and placing buoys.....			92	30
	Less—Refund amount deducted from Thomas White's bill			4,823	53
				55	23
	Total.....			4,768	30

RECAPITULATION.

Maintenance of Lighthouses, Fog-Whistles, &c.....	\$54,220 90
do Buoy and Beacons.....	4,768 30
Total.....	58,989 20

WM. SMITH,
Deputy Minister of Marine and Fisheries.

JOHN TILTON,
Accountant.

APPENDIX No. II.

STATEMENT of Expenditure on account of Maintenance of Lighthouses,
Steam Fog-Whistles, &c., in Nova Scotia, for the Fiscal Year ended
30th June, 1878.

FOG-WHISTLES.			
<i>Brier Island.</i>		\$ cts.	\$ cts.
Macdonald & Co.....	Supplies.....	24 50	
J. Suthern.....	Carting water and cleaning tank.....	172 25	
B. H. Ruggles.....	Boiler plate	2 50	
do	Wharfage for coal.....	23 70	
E. Albro & Co.....	Cotton duck.....	4 05	
Holland Graham.....	Hauling coal.....	237 00	
G. W. Clements	Digging drain, covering tank, etc.....	204 45	
Burrell, Johnson & Co.....	Repairing steam pump, engine, etc.	57 01	
H. H. Fuller & Co.....	Iron, canvas, etc.....	25 45	
Adam McKay.....	Brass tubes.....	44 61	
J. Suthern.....	Freight of supplies.....	11 14	
do	Salary	493 76	
<i>Cape d'Or.</i>			1,300 42
J. W. Knowlton	Wages as Assistant.....	375 00	
Macdonald & Co.....	Globe valves.....	6 50	
W. E. Blenkhorn.....	Building road.....	60 00	
W. Barteaux.....	Lumber.....	4 50	
J. E. Short.....	Engineers' wages.....	82 30	
A. H. Rand.....	Travelling expenses.....	8 26	
do	Boarding workmen.....	15 50	
do	Salary as Engineer	403 86	
do	Building road	200 00	
A. McKay.....	supplies for repairs.....	111 08	
do	Repairing boiler.....	75 20	
do	Iron pipe	10 20	
D. & J. Porter.....	Scowing coal	390 00	
Robt. Manning.....	Brick and lime.....	24 30	
D. & P. Archibald	Building reservoir	1,395 00	
do	Extras on reservoir	90 00	
do	Repairing old reservoir.....	87 80	
A. MacGuirk.....	Mason work.....	37 25	
J. S. Durant.....	Freight supplies.....	3 50	
D. Huntley & Co.....	do	6 33	
Gabel & Co.....	Oil, chimnies, etc.....	30 29	
Estey, Atwood & Co.....	Supplies	22 54	
J. A. Stewart.....	Store and pipes	23 00	
T. McAvity & Sons.....	Supplies.....	41 39	
Geo. Adams.....	Bellows and boiler tubes.....	30 24	
J. Backhouse.....	Caulking and graving saw.....	4 75	
<i>Cape Sable Fog-Alarm.</i>			3,449 49
D. M. Browne.....	Labour landing coal.....	84 90	
J. Smith.....	Blacksmith work.....	29 21	
Geo. Adams.....	Globe valves.....	7 40	
H. H. Fuller & Co.....	Supplies.....	100 36	
J. A. Stewart & Co.....	Stovepipes, etc.....	21 00	
Duffus & Co.....	Trimming coal	168 05	
do	Freight on supplies.....	8 00	
Wm. Robertson.....	Fitting pipe	2 50	
M. Phelan.....	Shovelling and trimming coal	41 65	
J. N. Purdy.....	Labour landing coal	126 50	
W. Roche, jun.....	Coal.....	301 87	
Carried forward			891 44
			5,641 35

STATEMENT of Expenditure on account of Maintenance of Lighthouses,
Steam Fog-Whistles, &c., in Nova Scotia, etc.—Continued.

		\$ cts.	\$ cts.
	Brought forward.....		5,641 35
	FOG-WHISTLES—Continued.		
	<i>Cranberry Island.</i>		
C. H. Whitman.....	Board boilermaker.....	12 60	
Macdonald & Co.....	Tube expander.....	38 00	
H. H. Fuller & Co.....	Hardware, etc.....	31 02	
E. Albro & Co.....	Canvas and twine.....	6 50	
M. Phelan.....	Wheeling and trimming coal.....	12 92	
D. M. Browne.....	Labour landing coal.....	17 00	
A. McKay.....	Repairing boiler.....	124 15	
R. J. Hart.....	do.....	36 93	
W. Roche, jun.....	Coal.....	164 07	
Jas. Hanlan.....	Salary.....	444 40	
			887 59
	<i>Digby.</i>		
T. McAvity & Son3.....	Machinists' fittings.....	557 07	
J. Smith.....	Blacksmiths' work.....	18 69	
Burrell, Johnson & Co....	Repairing boiler.....	151 16	
Jas. Hayden.....	Teaming coal.....	119 25	
W. E. Ellis.....	do.....	28 50	
H. H. Fuller & Co.....	Cotton duck.....	2 00	
			876 67
	<i>Sable Island.</i>		
Macdonald & Co.....	Gauge glasses.....		4 50
	<i>Sambro'.</i>		
Alfred Gilkie.....	Boarding Engineer and Assistant.....	247 00	
do.....	do workmen.....	20 50	
Alex. Gilkie.....	1 month's wages as Assistant.....	20 83	
N. Phalen.....	Wages as Assistant.....	90 00	
Geo. Adams.....	Repairing winch.....	11 85	
do.....	Altering trolley wheels.....	8 50	
do.....	Steam-whistle, repairs, etc.....	170 15	
Richard Inness.....	Wood.....	63 00	
E. Albro & Co.....	Supplies.....	2 50	
Jas. Skinner.....	Salary as Engineer.....	123 44	
J. Moyes.....	Engineer and Assistant's wages.....	577 83	
do.....	Travelling expenses.....	5 00	
H. H. Fuller & Co.....	Supplies.....	35 63	
Isaac Melvin.....	Sand, barrels and coopering.....	5 90	
Jas. Butler.....	Bricks.....	36 00	
W. B. Edson.....	Recording steam gauge.....	97 50	
Wier Bros. & Co.....	Cement.....	36 00	
W. McFatrige.....	Trolley wheels.....	27 60	
W. Roche, jun.....	Coal.....	316 75	
J. K. Gould.....	Rent of land.....	0 24	
Chas Neal.....	Labour landing coal.....	73 20	
M. Phelan.....	Wheeling and trimming coal.....	28 23	
J. E. Morris.....	Travelling expenses.....	2 75	
W. M. Smith.....	do.....	23 00	
A. King.....	Conveyance Engineer.....	8 00	
D. M. Browne.....	Labour landing coal.....	16 09	
A. McKay.....	Gauge glass.....	0 80	
Geo. Adams.....	Repairs to tank.....	210 34	
			2,252 52
	Carried forward.....		9,662 63

**STATEMENT of Expenditure on account of Maintenance of Lighthouses,
Steam Fog-Whistles, &c., in Nova Scotia, etc.—Continued.**

		\$ cts	\$ cts
	Brought forward....		9,662 63
	FOG-WHISTLES—Concluded.		
	<i>St. Pauls.</i>		
D. McLaughlin.....	Repairs to boiler	330 17	
R. Muirhead	Salary	493 76	
G. Moseley	Repairs to buildings.....	358 00	
E. Albro & Co.....	Tube brushes.....	11 10	
T. McAvity & Sons.....	Engineers' supplies.....	202 91	
Geo. Adams.....	Patterns and pump-valves	9 40	
A. E. Creighton.	Memorandum books.....	3 40	
Z. G. Gabel.....	Felt and canvas.....	15 75	
			1,424 49
	<i>Seal Island.</i>		
Smith Bros.	Lumber and hauling coal	124 05	
do	Wood.....	36 00	
H. H. Fuller & Co	Supplies	27 96	
Burrell Johnson.....	Boarding workmen	4 00	
W. Roche, jun.....	Coal	23 00	
C. Crawell	Salary	493 76	
			708 77
	<i>Yarmouth.</i>		
Burrell, Johnson & Co..	Repairs.....	275 22	
J. H. Doane	Labour on coal	28 50	
do	Teaming stone for coal-shed.....	119 25	
H. H. Fuller & Co.....	Hardware, etc.....	103 73	
N. K. Clements.	Wood	53 90	
do	Repairs to buildings	171 60	
			752 20
	Total Fog-Whistles		12,548 09
	SUPERINTENDENT OF LIGHTHOUSES.		
J. H. Kendrick.....	Travelling expenses.....	50 00	
do	Salary	294 00	
Edward Roche.....	Travelling expenses	270 25	
do	Salary	1,192 33	
			1,906 58
	LIGHTHOUSES.		
	<i>Annot Island.</i>		
T. J. Bentley	Oars.....	2 40	
J. Findlay.....	Boat paddles.....	1 60	
W. Ives & Son.....	Freight on boat	13 60	
H. H. Fuller & Co	Boat nails	1 71	
Henry G. Bennett.....	12 months' salary as Light-keeper	493 76	
			513 07
	<i>Annapolis.</i>		
W. E. Ellis.	Hauling supplies.....	12 00	
do	12 months' salary as Light-keeper.....	795 00	
			807 00
	<i>Apple River.</i>		
H. H. Fuller & Co.....	Cement and canvas	12 13	
A. McKay	Iron pipe	9 67	
James Tate.....	12 months' salary as Light-keeper.....	375 28	
			397 08
	Carried forward.....		3,523 73

**STATEMENT of Expenditure on account of Maintenance of Lighthouses,
Steam Fog-Whistles, &c., in Nova Scotia, etc.—Continued.**

		\$	cts.	\$	cts.
	Brought forward.....			3,523	73
	LIGHTHOUSES—Continued.				
	<i>Arichat.</i>				
S. Vigneau	Carpenters' work	14	20		
O. Coste.....	12 months' salary as Light-keeper.....	246	88	261	08
	<i>Argyle.</i>				
T. Walsh & Co.....	Glass.....	104	00		
P. Grant.....	Blinds.....	2	16		
H. H. Fuller & Co.....	Zinc and tacks.....	3	07		
H. H. Hamilton.....	Building boathouse.....	130	00		
do	12 months' salary as Light-keeper.....	315	64	584	87
	<i>Barrington.</i>				
J. S. Smith	12 months' salary as Light-keeper.....	375	28		
J. A. Stewart.....	Stove and pipes.....	10	20		
J. S. Smith.....	Repairing lamps, freight, etc.....	19	24	404	73
	<i>Barrington Light-Vessel.</i>				
J. R. Kenny	12 months' salary as Light-keeper.....	496	24		
T. Walsh & Co.....	Glass.....	0	80		
E. Albro & Co.....	Copper, paint and varnish	32	40		
W. Robertson.....	Repairing lantern	2	20		
W. & O. Silver.....	Oil-cloth.....	1	00		
R. H. Cogswell.....	Clock.....	5	00		
J. R. Kenny.....	Cleaning and painting	83	00	620	64
	<i>Beaver Island.</i>				
J. W. Hall	9 months' salary as Light-keeper.....	296	25		
Geo. Adams.....	Repairs to lantern	96	49		
N. McJ. Campbell.....	3 months' salary as Light-keeper.....	98	75		
Chance Bros. & Co.....	Plate-glass	196	09		
P. Grant & Co.....	Blinds	4	48		
Her Majesty's Customs...	Duty on glass	35	15		
J. H. Baleom	Boat.....	22	00	749	21
	<i>Betty's Island.</i>				
P. Christian	12 months' salary as Light-keeper	493	76		
N. P. Christian.....	Carting oil.....	12	00		
J. W. Allan.....	Lumber.....	29	16		
E. Moseley.....	Repairs to Lighthouse, etc., and travelling ex- penses of workmen	327	57		
H. H. Fuller & Co	Lead, tacks and spikes.....	9	77		
P. Christian	Board of workmen	93	71	965	91
	<i>Bird Island.</i>				
Angus Ross.....	12 months' salary as Light-keeper.....	395	00		
H. H. Fuller & Co.....	Locks, etc.....	1	60		
J. A. Stewart & Co.....	Stove and pipes.....	21	20		
Angus Ross.....	Repairs to roof, painting, etc	59	00	475	80
	Carried forward.....			7,585	96

**STATEMENT of Expenditure on account of Maintenance of Lighthouses,
Steam Fog-Whistles, &c., in Nova Scotia, etc —Continued.**

		\$ cts.	\$ cts.
	Brought forward.....		7,585 96
	LIGHTHOUSES—Continued.		
	<i>Black Rock.</i>		
James Robinson	12 months' salary as Light-keeper.....	355 52	
do	Painting, ladders, etc.....	22 60	377 52
	<i>Black Rock Point.</i>		
Donald Morrison	12 months' salary as Light-keeper		345 64
	<i>Boar's Head.</i>		
H. M. Buggles	12 months' salary as Light-keeper.....	395 00	
J. C. Oland	Painting.....	12 00	
P. Grant & Co.	Blinds.....	5 14	
H. H. Fuller & Co.....	Dynamite.....	1 35	413 49
	<i>Bon Portage.</i>		
Arthur Wrayton.....	12 months' salary as Keeper		345 64
	<i>Brier Island.</i>		
J. Southern.....	12 months' salary as Light-keeper.....	454 28	
H. H. Fuller & Co	Files	4 95	
J. Southern.....	Carting supplies.....	8 50	
do	Lumber	11 16	478 89
	<i>Brooklyn Pier.</i>		
Joseph Gardner.....	Attendance as Light-keeper.....		182 50
	<i>Burnt Coat.</i>		
Wm. Faulkner.....	12 months' salary as Light keeper.....		246 88
	<i>Canso Harbour.</i>		
Thos. Langley	12 months' salary as Light-keeper	197 52	
do	Painting, \$12; boat, \$13	25 00	222 52
	<i>Canso.</i>		
James Hanlon.	12 months' salary as Light-Keeper	493 76	
C. H. Whitman	Chimneys, lime, &c.....	9 95	
J. Walker	Stripping, examining, repairing.....	40 43	
J. A. Stewart & Co.....	Stove pipe.....	11 10	555 24
	<i>Cape George.</i>		
Norman Murray.....	12 months' salary as Light-keeper.....	197 52	
W. Livingston	Freight supplies	4 45	
Norman Murray	Expenses on the same.....	11 90	213 87
	Carried forward		10,968 15

**STATEMENT of Expenditure on account of Maintenance of Lighthouses,
Steam Fog-Whistles, &c., in Nova Scotia, etc — *Continued.***

		\$ cts.	\$ cts.
	Brought forward.....		10,968 15
	LIGHTHOUSES—<i>Continued.</i>		
	<i>Cape Sable.</i>		
Isaac Doane	12 months' salary as Light-keeper		794 00
	<i>Cape North.</i>		
J. McKinnon	12 months' salary as Light-keeper.....	395 00	
J. A. Stewart & Co.....	Stove.....	25 00	
J. McKinnon	Labor on supplies.....	4 00	424 00
	<i>Cape St. George.</i>		
David Condon	12 months' salary as Light-keeper.....		474 00
	<i>Cape LeRonde.</i>		
Charles Lattimore	12 months' salary as Light-keeper.....	296 28	
do	Oil	24 75	321 03
	<i>Cape St. Marys.</i>		
Maturin Robichau	12 months' salary as Light-keeper	493 76	
do	Painting	16 80	510 56
	<i>Carribeau Island.</i>		
Alex Munro.....	12 months' salary as Light-keeper	395 00	
do	Building breakwater	139 60	
do	Hauling oil.....	5 10	539 70
	<i>Carter's Island.</i>		
James Lloyd.....	12 months' salary as Light-keeper.....	197 52	
T. J. Bentley	Oars.....	4 20	
H. H. Fuller & Co	Nails, lead, canvas, &c	13 22	
Mackintosh & McInnis.....	Lumber and timber	11 49	
Wm. Chadsey	Freight supplies.	2 90	
James Lloyd	Carpenter's work, painting, &c.	36 91	266 24
	<i>Chebucto Head.</i>		
Edward Johnson	12 months' salary as Light-keeper.....	395 00	
H. H. Fuller & Co	Shovel	0 80	
R. H. Cogswell.....	Alarm clock	6 00	
Edward Johnson.....	Paid for conveying supplies.....	15 00	416 80
	<i>Chester.</i>		
Edward Young;.....	12 months' salary as Light-keeper.....	395 00	
do	Digging and walling well.....	19 00	
do	Hauling oil	2 00	416 00
	Carried forward		15,130 58

**STATEMENT of Expenditure on account of Maintenance of Lighthouses,
Steam Fog-Whistles, &c., in Nova Scotia, etc.—Continued.**

		\$	cts.	\$	cts.
	Brought forward.....			15,130	53
LIGHTHOUSES—Continued.					
<i>Cheticamp.</i>					
Edward Briard	12 months' salary as Light-keeper.....	345	64		
P. Robin & Co.....	Paints, repairs, &c.....	14	18		
P. Grant & Co.....	Blinds.....	3	96		
				363	78
<i>Creighton Head.</i>					
H. H. Crichton.....	12 months' salary as Light-keeper.....	197	52		
S. Vigneau	Carpenters' work	6	00		
John Davison & Co.....	Shingles and boards	9	82		
H. H. Fuller & Co.....	Canvas, zinc and paint	21	15		
H. H. Crichton	Nailing and painting.....	8	60		
				243	09
<i>Country Harbor.</i>					
J. A. Foster	12 months' salary as Light-keeper.....	395	00		
Geo. Adams.....	Machinist labour at lantern	86	37		
J. Walker.....	Erecting new lantern	654	47		
do	Tank and water spouts.....	77	94		
J. A. McNeil.....	Freight of oil.....	9	00		
J. A. Foster	Boarding workmen	126	27		
				1,349	05
<i>Church Point.</i>					
J. McLaughlin.....	12 months' salary as Light-keeper.....	197	52		
P. Grant & Co.....	Blinds.....	1	60		
J. McLaughlin	Carting supplies.....	1	00		
				200	12
<i>Cross Island.</i>					
G. E. Smith	12 months' salary as Light-keeper.....	454	28		
O. Burns	Cartage of supplies	16	00		
H. H. Fuller & Co.....	Oil, paint and nails	161	48		
J. Walker.....	Repairs to lighthouse, and shifting lantern, painting, &c.....	893	96		
G. E. Smith	Boarding workmen, &c.....	208	00		
				1,673	72
<i>Devil's Island.</i>					
B. Fulker.....	12 months' salary as Light-keeper.....	462	61		
Lawson, Harrington & Co	Tag boat.....	48	00		
J. Bowser.....	Removing old lighthouse	679	00		
do	Repairing lighthouse	50	00		
do	Building shed	120	03		
J. P. Mott.....	Lime	2	25		
H. H. Fuller & Co.....	Sheet lead and hardware.....	15	87		
J. A. Stewart & Co	Stove and pipe	24	45		
P. Grant & Co.....	Cotton	1	00		
Henry Watt	Services in connection with removal of old light-house and building new one.....	38	00		
R. S. Weatherbee.....	Drafting agreement.....	29	00		
Wm. Murray.....	Wheelbarrow.....	4	75		
B. Fulker	Painting.....	54	80		
do	Coal, \$2.50; wood, \$8.....	10	50		
				1,539	43
	Carried forward.....			20,499	77

STATEMENT of Expenditure on account of Maintenance of Lighthouses,
Steam Fog-Whistles, &c., in Nova Scotia, etc.—*Continued.*

		\$ cts.	\$ cts.
	Brought forward.....		20,439 77
	LIGHTHOUSES— <i>Continued.</i>		
	<i>Egg Island.</i>		
W. Condon, jun.....	Salary.....	493 78	
T. J. Fentley.....	Boat paddles.....	4 00	
H. M. Customs.....	Duty on glass.....	33 50	
Chance Bros. & Co.....	Glass.....	207 58	
John Walker.....	Travelling expenses.....	25 00	
do.....	Account, repairs and shifting lantern.....	603 72	
Wm. Condon.....	Repairs to boat.....	6 30	
E. Chanteloup.....	Lantern, lamps, &c.....	1,775 90	
H. H. Fuller & Co.....	Supplies.....	55 78	
J. Griffiths.....	Mason work.....	14 50	
A. J. Cooke.....	Freight of supplies.....	4 00	
L. Wilson.....	Blacksmith work.....	20 98	
W. Condon, jun.....	Freight of supplies.....	4 00	
do.....	Board mason.....	4 00	
			3,253 00
	<i>Fish Island.</i>		
J. White.....	Salary.....	276 52	
P. Grant & Co.....	Blinds.....	21 80	
J. White.....	Boat, painting lighthouse.....	30 00	
			308 32
	<i>Flint Island.</i>		
B. Heney.....	Salary.....	493 78	
A. E. Brown.....	Storing and shipping supplies.....	19 00	
E. Albro & Co.....	Rope.....	1 89	
			514 65
	<i>Fort Point.</i>		
S. T. N. Sellon.....	Salary.....	237 00	
do.....	Repairs.....	14 42	
			251 42
	<i>George's Island.</i>		
Robert Ross.....	12 months' salary as Light-keeper.....	150 00	
John Walker.....	Building new platform and repairing Lighthouse.....	46 43	
H. H. Fuller & Co.....	Nails, lead and canvas.....	13 40	
			209 83
	<i>Grand Narrows.</i>		
Stephen McNeil.....	12 months' salary as Light-keeper.....	118 52	
do.....	Freight supplies, labor, etc.....	10 89	
			129 41
	<i>Green Island.</i>		
Wm. Duann.....	12 months' salary as Light-keeper.....	493 78	
H. H. Fuller & Co.....	Hardware.....	99 72	
Gastonguay Dompierre.....	Freight of lantern.....	10 00	
F. W. Fishwick.....	Freight of supplies.....	5 40	
McIntosh & McInnes.....	Lumber.....	56 47	
Chas. Senoir.....	Blacksmith work.....	15 43	
S. Vigneau.....	Repairs to lantern.....	131 70	
Wm. Duann.....	Board of carpenters.....	31 50	
			843 98
	Carried forward.....		26,010 38

**STATEMENT of Expediture on account of Maintenance of Lighthouses,
Steam Fog-Whistles, &c., in Nova Scotia, etc.—Continued.**

		\$ cts.	\$ cts.
	Brought forward.....		28,010 38
	LIGHTHOUSES—Continued.		
	<i>Gull Rock.</i>		
L. D. Orchard.....	12 months' salary as Light-keeper.....	395 00	
T. J. Boutley.....	Oars.....	4 00	
J. A. Stewart & Co.....	Stove.....	17 00	
H. H. Fuller & Co.....	Rope.....	0 72	
Wm. Chadsey.....	Freight of supplies.....	3 90	
			420 63
	<i>Guyon Island.</i>		
Robert Winton.....	11 months' salary as Light-keeper.....	370 32	
G. C. Newcomb.....	Frames.....	13 50	
Wm. Grant.....	Taking care of Lighthouse from 28th April to 27th May, 1877, 29 days, at \$2.50.....	72 50	
do.....	Skiff-boat.....	12 00	
do.....	Subsistence and ferriage, Superintendent.....	8 25	
T. Walsh & Co.....	Glass.....	11 00	
R. J. Ingraham.....	10 cords of wood at \$7.....	70 00	
			557 57
	<i>Guyaloro'.</i>		
George S. Peart.....	12 months' salary as Light-keeper.....		217 28
	<i>Horton Bluff.</i>		
C. E. Rathburn.....	12 months' salary as Light-keeper.....	246 89	
W. G. Ross.....	Freight and cartage of supplies.....	3 58	
			250 46
	<i>Ingonish.</i>		
S. McDougall.....	12 months' salary as Light-keeper.....	414 76	
P. Grant & Co.....	Blinds.....	3 15	
J. Davison.....	Boards.....	9 36	
Doull Miller.....	Labour in supplies.....	6 00	
do.....	Spars for derrick.....	10 00	
			443 27
	<i>Ironbound.</i>		
Enos Wolfe.....	12 months' salary as Light-keeper.....		355 52
	<i>Isle au Haut.</i>		
Nelson Card.....	Salary from 20th Nov., 1877, to 30th June, 1878.....	304 46	
E. Albro & Co.....	Ensign.....	4 75	
J. W. Thorpe.....	Boat and outfit.....	27 25	
Wm. Dimock.....	Carpenters' tools.....	12 07	
P. Grant & Co.....	Cotton, towelling and flannel.....	3 24	
J. A. Stewart & Co.....	Stove and pipes.....	13 00	
H. H. Fuller & Co.....	Tools for making road.....	26 69	
			391 46
	Carried forward.....		28,646 56

STATEMENT of Expenditure on account of Maintenance of Lighthouses,
Steam Fog-Whistles, &c., in Nova Scotia, etc.—*Continued.*

		\$ cts.	\$ cts.
	Brought forward.....		28,646 56
	LIGHTHOUSES—<i>Continued.</i>		
	<i>Isaac Harbour.</i>		
C. W. Bigby.....	12 months' salary as Light-keeper	197 52	
J. G. Sinclair.....	Alterations.....	92 63	
J. A. McNeil.....	Freight supplies.....	1 40	
J. F. Taylor.....	Laying out road.....	7 00	
H. H. Fuller & Co.....	Lock and bolts.....	1 50	
H. W. Johnston.....	Engrossing deed land.....	5 00	
C. W. Bigby.....	Board carpenters, etc.....	55 55	
do	Building out-house, etc.....	126 90	
do	Allowance for wood.....	6 00	
do	Clearing land and digging-well.....	20 00	
			513 50
	<i>Jerseyman's Isle.</i>		
S. Babin.....	12 months' salary as Light-keeper	296 28	
J. N. & T. Ritchie.....	Drawing and engrossing deed.....	5 00	
P. Grant & Co.....	Blinds.....	2 00	
J. A. Stewart & Co.....	Stovepipe.....	13 70	
			316 98
	<i>Kidston's Island.</i>		
D. McRae	12 months' salary as Light-keeper.....		197 52
	<i>La Have.</i>		
Wm. Palmer.....	9 months' salary as Light-keeper.....	148 14	
W. H. Palmer.....	3 do do	49 35	
			197 52
	<i>Lingan Head.</i>		
James Quinn	12 months' salary as Light-keeper	197 52	
H. H. Fuller & Co	Sheet-lead and pump stocks	6 45	
James Quinn	Building oil store.....	47 75	
do	Truckage oil.....	4 00	
do	Stovepipe and wire	3 25	
			258 97
	<i>Liscomb.</i>		
Seth Crooks.....	12 months' salary as Light-keeper	345 64	
W. Hunter	Repairing wall, building boat-house	68 00	
P. Grant & Co.....	Blinds and cotton.....	5 95	
H. H. Fuller & Co.....	Putty	0 88	
Seth Crooks.....	Boat and storing oil	15 60	
			435 97
	<i>Little Hope.</i>		
Alex. McDonald.....	12 months' salary as Light-keeper	493 76	
H. H. Fuller & Co	Hinges.....	1 20	
J. P. Mott & Co.....	Boat.....	30 00	
Alex. McDonald	Repairing landing	11 00	
			535 96
	Carried forward.....		31,102 98

STATEMENT of Expenditure on account of Maintenance of Lighthouses,
Steam Fog-Whistles, &c., in Nova Scotia, etc.—*Continued.*

		\$ cts.	\$ cts.
	Brought forward.....		31,102 98
	LIGHTHOUSES—Continued.		
	<i>Liverpool.</i>		
Chas. Firth.....	12 months' salary as Light-keeper	395 00	
J. P. Mott & Co.....	Repairs, labour, carting, &c.....	19 55	
P. Grant & Co.....	Blinds.....	5 50	420 05
	<i>Louisburg.</i>		
L. Kavanagh.....	12 months' salary as Light-keeper.....		454 28
	<i>Low Point.</i>		
J. G. Peters.....	12 months' salary as Light-keeper	454 28	
R. J. Ingraham	Repairs and erecting lantern.....	828 29	
H. H. Fuller & Co	Paint.....	4 00	
Geo. Nunn	Hauling stone, gravel, &c.....	89 88	
J. G. Peters.....	Hauling supplies.....	2 00	1,376 45
	<i>Lunenburg.</i>		
J. A. Ernst.....	12 months' salary as Light-keeper.....	298 28	
J. K. Goold.....	Rent of land.....	0 24	
C. Burns	Painting.....	6 00	302 52
	<i>McKensie's Point.</i>		
D. J. McKay.....	12 months' salary as Light-keeper.....	158 00	
W. R. Irish	Freight supplies	2 56	
D. J. McKay.....	Boating and trucking the same.....	5 00	165 56
	<i>Mahone Bay.</i>		
Abram Zinc	12 months' salary as Light-keeper	246 89	
O. Burns.....	Fence, repairing boat, landing, &c.....	55 00	301 88
	<i>Main-à-Dieu.</i>		
J. Burke	12 months' salary as Light-keeper	298 28	
T. J. Bentley	Oars.....	7 20	303 48
	<i>Margaree.</i>		
J. McFarlane..	12 months' salary as Light-keeper.....		395 00
	<i>Margaret's Bay.</i>		
Albert Pearl	12 months' salary as Light-keeper.....	493 76	
H. H. Fuller & Co	Dynamite	5 20	
Albert Pearl.....	Painting.....	13 00	511 96
	Carried forward		35,334 16

STATEMENT of Expenditure on account of Maintenance of Lighthouses,
Steam Fog-Whistles, &c., in Nova Scotia, etc.—*Continued.*

		\$ cts.	\$ cts.
	Brought forward.....		35,334 16
LIGHTHOUSES—Continued.			
<i>Margaretville.</i>			
Wm. Early	12 months' salary as Light-keeper.....	227 12	
H. H. Fuller & Co.....	Lantern, zinc and tacks.....	4 53	
J. P. Halliburton	Freight of supplies	2 30	
Geo. Davison & Co.....	Chimneys and wicks.....	3 20	
Wm. Early	Repairs to lantern	2 60	
			239 75
<i>Meagher's Beach.</i>			
Edward Horn.....	12 months' salary as Light-keeper.....	444 40	
J. Walker.....	Repairs to Lighthouse and buildings.....	58 51	
J. P. Mott & Co.....	Lime.....	2 00	
S. Mosher.....	Piles and driving.....	647 29	
D. Waddell.....	Stone.....	624 00	
Wm. Timmins.....	20 cords wood, at \$5.....	100 00	
R. H. Cogswell.....	Alarm clock.....	2 50	
Lewis Wilson.....	Blacksmith work	44 55	
Edward Horn.....	Building boathouse.....	50 00	
do	Labour at protection work.....	330 00	
do	Boat.....	26 00	
			2,329 25
<i>Meteghan.</i>			
L. C. Comeau.....	12 months' salary as Light-keeper.....	100 00	
do	Painting.....	3 50	
			103 50
<i>Moser's Island.</i>			
Henry Moser	12 months' salary as Light-keeper.....	444 40	
H. H. Fuller & Co	Zinc and tacks	5 30	
			449 70
<i>Mullin's Point.</i>			
Z. Mullins.....	12 months' salary as Light-keeper.....	148 13	
H. H. Fuller & Co... ..	Zinc and tacks	5 50	
Z. Mullins.....	Freight supplies.....	8 91	
			162 54
<i>Negro Island.</i>			
James McKinnon.....	12 months' salary as Light-keeper	197 52	
Levi Hart	Building landing slip, as per contract.....	100 00	
do	Planking and spikes.....	20 00	
H. H. Fuller & Co	White lead.....	9 70	
			327 22
<i>North Canso.</i>			
Geo. McKay.....	12 months' salary as Light-keeper.....	454 28	
Geo. A. Kent... ..	Carpenters' repairs, shingles, &c.....	26 21	
H. H. Fuller & Co	Oil and paint.....	37 05	
Wallace & Balcom	Painting, repairs, &c.....	21 10	
			538 64
	Carried forward.....		39,484 76

**STATEMENT of Expenditure on account of Maintenance of Lighthouses,
Steam Fog-Whistles, &c , in Nova Scotia, etc.—Continued.**

		\$ cts.	\$ cts.
	Brought forward.....		39,484 76
	LIGHTHOUSES—Continued.		
	<i>Quebec.</i>		
C. Sampson.....	12 months' salary as Light-keeper.....	345 64	
do	Painting, etc.....	18 90	
			364 54
	<i>Parrsboro'.</i>		
J. H. Newcomb.....	12 months' salary as Light-keeper.....	335 76	
H. H. Fuller & Co.....	Zinc and tacks	1 90	
J. H. Newcomb.....	Stovepipe and painting.....	30 33	
			367 99
	<i>Peggy's Point.</i>		
Saml. Massie.....	24 months' salary as Light-keeper	74 06	
Wm Crooks.....	94 months' salary as Light-keeper.....	271 58	
J. & H. Fuller	Sheathing, zinc and solder	2 20	
			317 84
	<i>Petit de Grat.</i>		
Feron Boudrot	12 months' salary as Light-keeper.. ..	197 52	
J. A. Stewart & Co.....	Stove and pipes	20 05	
			217 57
	<i>Pictou.</i>		
J. D. Lowden.....	12 months' salary as Light-keeper.....	395 00	
W. Ives & Son.....	Lumber, hardware, rope, canvas, &c.....	127 19	
J. Walker	Erecting new lantern	270 04	
J. D. Lowden	Board of carpenters.....	80 00	
do	Freight oil.....	2 22	
			874 15
	<i>Pictou Island.</i>		
Andrew Hogg	12 months' salary as Light-keeper.....	454 28	
P. Grant & Co.....	Blinds.....	2 50	
Primrose Bros.....	Boat and outfit	40 00	
Andrew Hogg	Plank, repairs, &c.....	46 40	
			543 18
	<i>Point Tupper.</i>		
J. McDonald.....	12 months' salary as Light-keeper.....	246 88	
J. A. Stewart.....	Stove-pipe.....	2 10	
			248 98
	<i>Pointe Aconi.</i>		
Geo. Bonner.....	12 months' salary as Light-keeper	148 12	
H. H. Fuller & Co.....	Canvas and tacks	8 70	
C. Grant & Co	Blinds.....	1 19	
			158 01
	<i>Pomket Island.</i>		
C. A. Chisholm.....	12 months' salary as Light-keeper.....	345 64	
Mrs. Atwater.. ..	Allowance for barn.	20 00	
C. A. Chisholm.....	Freight supplies.....	1 15	
			366 79
	Carried forward		42,974 11

**STATEMENT of Expenditure on account of Maintenance of Lighthouses,
Steam Fog-Whistles, &c, in Nova Scotia, etc.—Continued.**

		\$	cts.	\$	cts.
	Brought forward.....			42,974	11
	LIGHTHOUSES—Continued.				
	<i>Pope's Harbour.</i>				
T. J. Bentley	Oars.....	4	00		
P. Grant & Co.....	Cotton and towelling	2	78		
John Abrel.....	Taking care of Lighthouse.....	8	00		
J. A. Stewart & Co.....	Stove and pipes	12	90		
E. Obanteloup	Chimnies and wicks	110	85		
James Bullong.....	Digging well.....	31	00		
do	11 months' salary as Light-keeper.....	271	59		
				441	12
	<i>Port L'Ebert.</i>				
J. McDonald	9 months' salary as Light-keeper.....	75	00		
Martin Lisk.....	3 do do	25	00		
				100	00
	<i>Port Hood.</i>				
Thomas Power.....	12 months' salary as Light-keeper.....	276	48		
do	Painting.....	4	00		
				280	48
	<i>Port Medway.</i>				
Elson Perry	12 months' salary as Light-keeper	256	76		
do	Plank and truckage supplies.....	6	00		
				262	76
	<i>Port Mouton.</i>				
R. J. Smith.....	12 months' salary as Light-keeper.....	296	28		
do	Repairing and painting	38	27		
				334	55
	<i>Port Williams.</i>				
James M. Duan	12 months' salary as Light-keeper			256	76
	<i>Pubnico.</i>				
M. Amero	12 months' salary as Light-keeper.....	237	00		
do	Protection work.....	25	00		
				262	00
	<i>Pugwash.</i>				
R. F. Bent.....	12 months' salary as Light-keeper	296	28		
T. Walsh & Co.....	Glass	35	00		
J. A. Stewart & Co..	Stove and pipe.....	21	58		
H. H. Fuller & Co..	Canvas, tacks, &c.....	2	67		
R. F. Bent	Supplies and repairs to lantern and boat.....	94	43		
				449	96
	Carried forward.....			45,261	74

**STATEMENT of Expenditure on account of Maintenance of Lighthouses,
Steam Fog-Whistles, &c., in Nova Scotia, etc.—Continued.**

		\$	cts.	\$	cts.
	Brought forward.....			45,361	74
LIGHTHOUSES—Continued.					
<i>Sable Island.</i>					
W. Morrison.....	12 months' salary as Light-keeper.....	588	00		
H. H. Fuller.....	Hardware.....	12	78		
Lawson, Harrington & Co.....	492½ galls. of oil at 32 cts., \$157.60; 400 galls. at 43 cts., \$172 00; cartage, 85 cts.....	330	45		
J. A. Stewart & Co.....	Stove, pipes and linings.....	18	15		
P. Grant & Co.....	Towelling, cotton, etc.....	6	66		
J. P. Mott.....	Lime.....	2	00		
R. H. Cogswell.....	Repairing clock.....	1	00		
				959	04
<i>Sambro.</i>					
Alfred Gilkie.....	12 months' salary as Light-keeper.....	395	00		
A. McKay.....	Iron pane for lantern.....	13	85		
John Davison.....	Lumber.....	24	75		
Richard Innis.....	28 cords of wood at \$6.00 per cord.....	168	00		
Henry Watt.....	Repairs to Lighthouse.....	240	56		
Lawson, Harrington & Co.....	Services, tug boat conveying workmen and stores to Lighthouse.....	68	00		
do	Oil, 342 galls., at 32c.....	109	44		
	do 210 do 34c.....	71	40		
	do 50 do 40c.....	20	00		
	do cartage, &c.....	0	73		
		201	59		
Mackintosh & McInnis.....	Lumber.....	65	30		
J. P. Mott.....	Tallow.....	21	62		
P. Grant & Co.....	Blinds.....	6	45		
H. H. Fuller & Co.....	Zinc, &c.....	10	30		
Geo. Adams.....	Labour on new lantern, &c.....	69	12		
do	Castings, fitting dies, &c.....	10	61		
J. W. Allan.....	Lumber.....	3	61		
Isaac Melvin.....	Coopering.....	1	40		
Andrew Gray.....	Boat.....	50	00		
J. A. Stewart & Co.....	Stove.....	9	00		
Chas. Martin.....	Freight supplies.....	7	00		
W. & C. Silver.....	Oil-cloth.....	6	25		
Alfred Gilkie.....	Board of carpenters.....	54	00		
				1,426	44
<i>Sand Point.</i>					
J. Mundell.....	12 months' salary as Light-keeper.....	395	00		
J. Davison.....	Shingles and boards.....	15	45		
F. Conrad.....	Freight supplies.....	6	08		
				416	45
<i>Scatteris.</i>					
J. W. Brown.....	12 months' salary as Light-keeper.....	493	76		
John Davison.....	Shingles, ladder, &c.....	30	54		
R. H. Cogswell.....	Repairing time piece.....	1	25		
John Pope.....	Freight supplies, &c.....	10	05		
H. H. Fuller & Co.....	Paint and hardware.....	36	80		
J. W. Brown.....	Boat.....	20	00		
				592	40
<i>Seal Island.</i>					
T. O. Crowell.....	12 months' salary as Light-keeper.....			474	00
	Carried forward.....			49,290	07

STATEMENT of Expenditure on account of Maintenance of Lighthouses,
Steam Fog-Whistles, &c., in Nova Scotia, etc.—Continued.

		\$ cts.	\$ cts.
	Brought forward.....		49,230 67
	LIGHTHOUSES—Continued.		
	<i>Shelburne.</i>		
M. McKenna.....	12 months' salary as Light-keeper.....	474 00	
J. A. Stewart & Co.....	Stove back.....	1 50	
D. Shepherd.....	Dorey, oars, &c.....	18 40	
			493 90
	<i>Shelburne Harbour.</i>		
J. A. Stewart & Co.....	Stove and pipe.....	2 55	
Edward Goodie.....	Salary to 20th Feb., 1878, date of Lighthouse being burnt down.....	126 74	
			129 29
	<i>Sissiboo.</i>		
B. Amero.....	12 months' salary as Light-keeper.....	197 58	
P. Grant & Co.....	Blinds.....	0 88	
H. H. Fuller & Co.....	Canvas and tacks.....	5 50	
B. Amero.....	Repairs round lantern.....	5 87	
			209 77
	<i>Spencer's Point.</i>		
W. Spencer.....	12 months' salary as Light-keeper.....	100 00	
do.....	Freight supplies.....	5 56	
			105 56
	<i>St. Ann's.</i>		
A. B. Morrison.....	12 months' salary as Light-keeper.....	138 24	
D. Sutherland.....	Boat.....	19 50	
T. Walsh & Co.....	Glass.....	3 20	
A. B. Morrison.....	Ladder and stovepipe.....	9 62	
			170 56
	<i>Stoddart's Island.</i>		
Michael Wrayton.....	12 months' salary as Light-keeper.....	112 03	
H. H. Fuller & Co.....	Lantern.....	1 40	
			113 43
	<i>St. Paul's.</i>		
Michael McKenzie.....	2 months' and 2 days' attendance as Light-keeper..	53 67	
H. H. Fuller & Co.....	Screws.....	2 50	
E. Chanteloup.....	Lamps and chimneys.....	152 00	
R. Moseley.....	Repairing machinery.....	382 50	
E. Moseley.....	Repairs to buildings.....	714 00	
J. A. Stewart & Co.....	Stove and pipe.....	31 00	
G. Adams.....	Patterns, clutches, pinions, &c.....	35 28	
			1,370 93
	<i>Sydney Bar.</i>		
G. Nunn.....	12 months' salary as Light-keeper.....	246 88	
J. A. Stewart & Co.....	Stove and pipe.....	13 95	
H. H. Fuller & Co.....	Zine, tacks, &c.....	2 66	
			263 49
	<i>Tor Bay.</i>		
Joseph Delorey.....	12 months' salary as Light-keeper.....	246 88	
T. Walsh & Co.....	Glass.....	15 90	
P. Grant & Co.....	Blinds.....	3 36	
J. A. Stewart & Co.....	Stove and pipes.....	14 50	
Henry London.....	Freight on oil.....	5 25	
			285 89
	Carried forward.....		52,372 89

**STATEMENT of Expenditure on account of Maintenance of Lighthouses,
Steam Fog-Whistles, &c., in Nova Scotia, etc—Continued.**

		\$	cts.	\$	cts.
	Brought forward			52,372	89
	LIGHTHOUSES—Concluded.				
	<i>Wallon.</i>				
Timothy Parker.....	12 months' salary as Light-keeper.....			100	00
	<i>West Port.</i>				
J. D. Sutherland.....	12 months' salary as Light-keeper.....			296	28
	<i>Whitehead.</i>				
James Dillon.....	12 months' salary as Light-keeper.....	503	64		
John Davidson.....	Lumber and shingles.....	62	12		
J. A. Stewart & Co.....	Stove and pipe.....	20	20		
H. H. Fuller & Co.....	Iron, nails, hinges, &c.....	5	40		
James Dillon.....	Repairing boat house.....	31	30		
				622	66
	<i>Yarmouth.</i>				
J. H. Doane.....	12 months' salary as Light-keeper.....	784	00		
G. J. Morton & Co.....	Feed taps, pipes, &c.....	3	94		
J. Harris.....	Cleaning cellar and drain.....	25	50		
J. H. Doane.....	Labor and storing coal.....	66	00		
				879	44
	<i>Yarmouth Harbour.</i>				
Joshua Doane.....	12 months' salary as Light-keeper.....	345	64		
Isaac Melvin.....	Buckets.....	1	00		
H. H. Fuller & Co.....	Anvil, rope, etc.....	22	77		
C. Goodie.....	Table, stands and painting.....	13	00		
Joshua Doane.....	Painting stovepipe, etc.....	21	20		
				403	61
	GENERAL ACCOUNT.				
Ohas. Neal.....	Labour, truckages, etc.....	1,899	82		
John Hayes.....	Allowance for boat lost attempting to rescue crew of brig "Westwood".....	20	00		
Intercolonial Coal Co.	519 tons coal at \$1.80, \$934.20; screening, \$31.14...	965	34		
J. Tomlinson.....	Travelling expenses.....	120	95		
M. Phelan.....	Wheeling and chovelling coals.....	43	35		
H. W. Johnston.....	Travelling expenses.....	91	98		
do.....	12 months' salary as Agent.....	\$1,665	96		
do.....	Superannuation tax.....	34	00		
		1,699	96		
Weir Bros & Co.....	Chimneys, wicks and burners.....	2,763	08		
E. Albro & Co.....	Ensigns, lamps and chimneys.....	678	10		
J. N. Purdy.....	Labour landing coal.....	459	50		
Geo. Rent.....	Powder magazine.....	40	00		
do.....	Tinsmiths' supplies and repairs.....	941	40		
T. P. Connolly.....	Stationery for Lighthouses, etc.....	209	46		
Post Office.....	Postage stamps.....	170	39		
Western Union Tel. Co.....	Telegrams.....	322	66		
Dominion Telegraph Co.....	do.....	5	20		
Isaac Melvin.....	Casks for packing.....	121	25		
H. Haverstock.....	Boxes do.....	120	00		
J. Conlon.....	Hay do.....	21	44		
	Carried forward.....	10,593	88	54,674	88

**STATEMENT of Expenditure on account of Maintenance of Lighthouses,
Steam Fog-Whistles, &c., in Nova Scotia, etc.—Continued.**

		\$ cts.	\$ cts.
	Brought forward.....	10,593 88	54,674 83
GENERAL ACCOUNT—Continued.			
Macdonald & Co.....	Lamps and repairing steam pump.....	63 75	
Thomas Offen.....	Blocks.....	3 36	
Henry Dolby.....	12 months' salary as Clerk.....	\$686 04	
do.....	Superannuation tax.....	14 00	
		700 04	
Mary Pender.....	Cleaning offices.....	96 60	
S. J. Marden.....	Repairing office stamp.....	3 75	
W. J. Ouldfield.....	Salary as Messenger.....	159 96	
Dr. Teernan.....	Medical certificate as to health of Capt. Kendrick.....	5 00	
St. John Globe.....	Advertising.....	13 75	
Sackville Post.....	do.....	13 72	
Berwick Star.....	do.....	3 00	
Wm. Murray.....	Handbarrows.....	17 25	
do.....	Wheelbarrows and repairs to wheelbarrows.....	28 85	
P. Doherty.....	do.....	4 50	
L. H. Kaye.....	Receiving, storing, and delivering oil.....	305 74	
Halifax Citizen.....	Advertising.....	25 92	
do.....	Subscription to paper.....	3 17	
E. Horn.....	Board workmen while repairing fog bell.....	3 30	
D. McAlpine.....	City Directory, 1877-78.....	2 00	
do.....	do 1878-79.....	2 00	
British American Bank Note Co.....	Cheque books.....	38 75	
C. E. Creighton.....	Copying accounts.....	6 00	
Receiver General.....	Superannuation taxes on Lighthouse Keepers salaries.....	514 89	
St. John Freeman.....	Advertising.....	23 00	
Windsor Mail.....	do.....	5 00	
Morning Chronicle.....	do.....	63 48	
do.....	12 months' subscription to paper.....	6 00	
Chas. Annand.....	Printing and binding cheque books, circulars, forms, &c.....	103 50	
Acadian Recorder.....	Advertising.....	58 06	
Forsyth & Co.....	Medicine, chests, &c.....	85 95	
F. W. Fishwick.....	Freight supplies.....	16 77	
G. H. Zwicker.....	Raising wreck at La Have.....	35 00	
J. P. Mott.....	Soap and lime.....	816 20	
E. P. Fairbanks.....	Copying plans.....	5 00	
Hon. S. L. Shannon.....	12 months' rent, wharf and stores.....	1,500 00	
J. Findlay.....	Labour building boats.....	142 00	
do.....	Labour on life-boat and magazine.....	12 00	
A. Stephen & Son.....	Brooms and pails.....	184 60	
S. Gunnard & Co.....	Coal bags.....	150 00	
P. Grant & Co.....	Cotton, ticking, flannel, &c.....	447 65	
do.....	Coal bags.....	6 25	
T. Walsh & Co.....	Plate glass and cutting.....	88 26	
Archibald & Co.....	Freight and wharfage supplies.....	11 50	
J. K. Gould.....	Carronades and carriages, £45 18s. 9d. stg.....	223 66	
do.....	Cartridges and friction tubes, £35 7s. 5d. etg.....	172 13	
do.....	Removing guns, Sambro to Halifax.....	165 69	
do.....	Powder cases and kegs.....	161 46	
Jennings & Clay.....	Placing gun on McNutt's Island, Shelburne.....	19 00	
B. W. Taylor.....	Index maps.....	2 25	
J. A. Stewart.....	Oil tanks.....	306 25	
R. P. & W. F. Starr.....	Coals 152,887 tons.....	473 54	
H. S. King & Co.....	Nautical Magazine.....	4 89	
St. John Daily News.....	Advertising.....	7 50	
Maritime Sentinel.....	do.....	5 76	
Lewis Wilson.....	Blacksmith work.....	19 70	
Baxter Bros.....	Reflector, frames, &c.....	231 65	
Mackintosh & McInnes.....	Lumber.....	29 94	
H. Doane.....	Freight, powder.....	4 00	
	Carried forward.....	18,195 02	54,674 88

STATEMENT of Expenditure on account of Maintenance of Lighthouses,
Steam Fog-Whistles, &c., in Nova Scotia, etc.—*Continued.*

		\$	cts.	\$	cts.
Brought forward		18,195	02	54,674	88
GENERAL ACCOUNT— <i>Concluded.</i>					
C. Ouldfeld	Washing	7	50		
W. J. Glendinning	Ice for offices	4	00		
U. J. Campbell	Wharfage supplies	6	00		
A. H. Creighton	Stationery, books, &c	107	39		
St. John Globe	Advertising (2nd account)	13	75		
Fitzgerald & Co	47,634½ galls. oil, at 27 cts	12,861	31		
C. Burns	Freight supplies	7	40		
C. Creed	Subscription to reading-room	3	00		
T. J. Bentley	Oars, \$19.20; plank, \$68.63	87	83		
W. C. Silver	Mat for office	2	50		
Starr Manufacturing Co	Repairing and re-silvering reflector	92	50		
J. W. Allen	Lumber	40	86		
M. F. Eagar	Sponges	103	16		
T. Forhan & Co	Coal bags	25	50		
City Treasurer	Water-tax, to 1st May, 1878	42	50		
H. M. Customs	Duty on oil	7	07		
W. A. Wood & Co	Oil	26	07		
R. H. Cogswell	Repairing clock	3	00		
do	Hoisting time-ball, to 1st April, 1878	100	00		
T. W. Bateman	Repairing locks	3	50		
S. A. White & Co	Wharfage for landing coal	28	19		
J. Pettepaw	Ladders	34	40		
J. W. Doley	Type for printing press	6	93		
Vale Coal and Iron Co	720 tons coal, at \$19	1,368	00		
J. Ferguson	Trimming coal	46	62		
J. Rodger & Co	Tinsmiths' work	18	10		
John Davison	Lumber	26	40		
Wm. Barron	Lamp wicks	3	52		
G. Flowers & Son	Cover for gun at Coffin's Island Station	5	25		
John Marvin	Fitting shelves in vault of office	11	88		
A. & W. MacKinlay	Stationery	7	35		
E. Moseley	Building boathouse for lifeboat at Herring Cove	258	74		
S. J. Hall	Printing press	15	00		
H. H. Fuller & Co	Hardware, paint, waste brushes, chamois, olive oil, &c	3,785	40		
Total Lighthouses				37,355	64
HUMANE ESTABLISHMENTS.				92,030	52
<i>St. Pauls.</i>					
Thos. Offen	Blocks	11	76		
E. Moseley	Lumber, doors, etc	231	38		
do	Repairs to buildings	1,264	82		
H. H. Fuller & Co	Hardware	482	90		
J. A. Stewart & Co	Stove and pipes	36	50		
Almon & Mackintosh	Shingles	77	00		
do	Provisions	30	93		
Mackintosh & McInnes	Lumber	7	00		
Archibald & Co	Building materials	224	00		
do	Provisions	263	09		
P. Grant & Co	Blankets and shoes	44	40		
Bassor & Co	Provisions	420	65		
J. Overy	Expenses on condemned stores	30	00		
Intercolonial Railway	Conveyance of carpenters	21	00		
A. McLeod	Labour, provisions, etc	115	75		
S. C. Campbell	Freight on building materials	55	00		
do	Conveyance of despatches	20	00		
do	2 months' salary as Superintendent	588	00		
do	Wages of boatmen	1,250	00		
Carried forward				5,174	18
				5,174	18

**STATEMENT of Expenditure on account of Maintenance of Lighthouses,
Steam Fog-Whistles, &c, in Nova Scotia, etc.—Continued.**

		\$ cts.	\$ cts.
	Brought forward.....		5,174 18
	HUMANE ESTABLISHMENTS—Concluded.		
	SCATTERIE.		
Essex & Co.....	Provisions.....	128 80	
Archibald & Co.	do	34 25	
			163 05
	SEAL ISLAND.		
Smith Bro.....	Yearly allowance for boat Establishment, to 30th June, 1877.....	120 00	
J. Baldwin & Co.	Yearly allowance for boat Establishment, to 30th June, 1878.	120 00	
			240 00
	Total Humane Establishments.....		5,577 23
	BUOYS AND BEACONS.		
	<i>Arichat.</i>		
D. Marchand.....	Raising and placing Cerberus, Hantfrid and Arichat buoys	175 00	
C. P. Flynn.....	Freight, labor, &c.....	18 95	
C. Lenoir.....	Blacksmith work.....	6 80	
			200 45
	<i>Arichat West.</i>		
Désiré Leblanc.....	Placing and raising buoys, blacksmith work, &c.....		71 05
	<i>Barrington.</i>		
Joseph Kendrick.....	Labor painting, cleaning, exchanging and repla- cing buoys.....	154 29	
do	Spars buoys, moorings, &c	63 70	
Henry Chute.....	Making spar buoys, labor, &c., placing them in Woods Harbor Passage	67 20	
T. J. Bentley	2 spar buoys	22 00	
B. T. Kenney.....	Placing Bear Point and Bantam Ledge Shoals buoys.....	25 00	
T. W. Robertson.....	Labor landing buoys and moorings.....	4 00	
S. Nickerson.....	2 spar buoys and moorings, painting and iron work	44 80	
			380 99
	<i>Bras d'Or.</i>		
Francis Dunlop.....	Raising and placing buoys on Carey's, Little Island and Lime Rock Shoals	148 71	
S. Atwater.....	4 buoys, chains and moorings between Baddock and Little Narrows	55 00	
D. Smith.....	Placing and raising buoys on Smith's Shoal.	10 00	
			213 71
	<i>Cape Negro.</i>		
A. B. Greenwood	Lifting and replacing buoys.....	51 95	
	Placing buoy in Budget Rock.....	12 00	
			63 95
	Carried forward.....		931 15

**STATEMENT of Expenditure on account of Maintenance of Lighthouses,
Steam Fog-Whistles, &c., in Nova Scotia, etc.—Continued.**

		\$ cts.	\$ cts.
	Brought forward.....		931 15
	BUOYS AND BEACONS—Continued.		
	<i>Canso.</i>		
J. Langley.....	Blacksmith work, labor laying buoys.....	124 90	
T. Langley.....	Spar buoys, labor, boat hire, &c.....	88 65	213 55
	<i>Cheticamp.</i>		
J. Anconi.....	Boat, labor, grappling and taking up buoys.....		64 95
	<i>Digby.</i>		
C. N. Hughes.....	Labor painting and laying buoys in Digby Basin...	42 08	
do	Taking up and replacing buoys, Joggin's Bridge...	6 00	48 08
	<i>Guysboro'.</i>		
G. S. Peart.....	Putting down and raising buoys.....		20 00
	<i>Halifax.</i>		
Lawson, Harrington & Co.....	Hire tug-boats.....	28 00	
C. Neal.....	Labor	10 00	38 00
	<i>Lunenburg.</i>		
C. Burns	Taking up and laying down buoys.....	187 90	
do	Freight, buoys and moorings.....	3 55	191 45
	<i>Louisburg.</i>		
L. Kavanagh.....	Placing and removing buoys on Nag's Head, White Rock and Battery Shoals.....	24 00	
do	3 spar buoys and moorings.....	6 00	30 00
	<i>LaHave.</i>		
Fred. Smith.....	Buoy, iron work, moorings, &c.....		15 11
	<i>Merrigomish.</i>		
R. McNeil	Lifting buoys.....		10 00
	<i>Mahone Bay.</i>		
James Mosher.....	Labor, vessel hire, taking up and putting down buoys	221 00	
do	Paint, oil and blacksmith work	15 15	
do	3 buoys for Coachman, Kedy's and Strum Shoal....	101 00	337 15
	Carried forward.....		1,899 44

**STATEMENT of Expenditure on account of Maintenance of Lighthouses,
Steam Fog-Whistles, &c., in Nova Scotia, etc.--Continued.**

		\$ cts.	\$ cts.
	Brought forward.....		1,899 44
	BUOYS AND BEACONS—Continued.		
	<i>North Sydney.</i>		
G. B. Ingraham	Buoy service in 1876 and 1877	139 93	
do	Labor laying buoys	32 00	
do	Services steamer "Unicorn",	40 00	
do	Anchor, \$12; repairing anchor and chains, \$3.75..	15 75	
			227 68
	<i>Port Medway.</i>		
P. Cohoon.....	Labor, painting and boat hire	44 45	
do	Hire vessel and blacksmith work.....	67 22	
do	Spars, mooring stones and drilling	24 80	
			136 47
	<i>Pubnico.</i>		
M. Amero	Replacing three buoys.....		16 50
	<i>Pictou.</i>		
J. R. Noonan	Placing buoys		196 50
	<i>Petit de Grat.</i>		
E. P. Flynn.....	Labor putting down buoys, freight, truckage and wharfrage.....	69 22	
George McLean.....	Spar buoys and iron work	19 50	
			89 72
	<i>Port Hawkesbury.</i>		
J. McDonald	Labor raising and landing buoys, scow hire, &c.		14 75
	<i>Port La Tour.</i>		
Wm. Nickerson.....	Repairing, looking after and putting down buoys, per agreement.....		50 00
	<i>Port Hood.</i>		
J. H. Murphy.....	Repairing, painting and putting down buoys.....	185 67	
do	Raising and securing do	85 25	
			270 92
	<i>Pugwash.</i>		
J. F. Bent.....	Cleaning, painting and laying buoys.....	40 25	
P. F. Bent	Picking up and replacing do	18 75	
W. McPatridge.....	465 lbs. chain, at 4½c.	20 92	
			79 92
	<i>Pope's Harbour.</i>		
James Bullong	Placing buoy.....		5 00
	Carried forward.....		2,895 90

**STATEMENT of Expenditure on account of Maintenance of Lighthouses,
Steam Fog-Whistles, &c., in Nova Scotia, etc.—Continued.**

		\$ cts.	\$ cts.
	Brought forward.....		2,895 90
	BUOYS AND BEACONS—Continued.		
	<i>St. Marys.</i>		
J. McDaniel.....	Saving buoy, painting and labor.....	6 50	
Wm. Murdoch	Freight, mooring stone and placing buoy	10 00	16 50
	<i>Shelburne.</i>		
T. F. Bentley	Two spar buoys		26 00
	<i>Tusket.</i>		
Forman Hatfield	Finding material and putting down buoys.....	71 98	
do	Seven new buoys and painting old ones....	61 00	132 98
	<i>Wallace.</i>		
Wm. McNab	Mooring stones, blacksmith work and laying buoys	47 75	
do	Looking after buoys during summer and labor cleaning and painting.....	67 50	115 25
	<i>Westport.</i>		
R. D. Suthern.....	Labor laying buoy.....		3 00
	<i>Yarmouth.</i>		
W. Wyman.....	Piles and labor setting	31 30	
Eben Scott.....	Laying buoys.....	30 68	
O. W. Clements.....	Making, painting and placing buoys	30 68	92 64
	SUNDAY EXPENDITURE.		
W. A. Courtney	Automatic buoy		2,000 00
T. Mumford & Sons.....	Swivel		50 00
Killaim Bros.....	Chain		80 75
A. McKay	Repairs to buoys	158 69	
do	Labor on automatic buoy	79 61	
do	Two iron can buoys, as per agreement.....	350 00	588 21
J. Findlay.....	Repairing buoys.....		94 00
Lewis Wilson.....	Blacksmith work		904 64
W. McFatrige.....	Anchor and chain		207 40
F. W. Fishwick.....	Picking up and landing Jigg Rock buoy.....		25 00
T. J. Bentley	Spar buoys.....		265 49
T. M. Bower	Iron work		15 80
do	Mooring stone.....		20 00
H. H. Fuller & Co.....	Nails, rivets, red lead, rubber, &c.....		28 82
J. E. Butler.....	Spar buoy		14 00
Mackintosh & McInnes.....	Lumber.....		58 68
John Ead.....	Chain		453 77
E. Albro & Co.....	Oakum		4 50
Burrill, Johnston & Co.....	Bell buoy		1,138 00
W. M. Smith	Examining and testing bell buoy.....		25 50
J. U. Gregory.....	Anchor and chains.....		900 74
Griffin Morris.....	Wrench.....		5 05
Chas. Neal	Labor		16 85
	Carried forward.....		10,178 87

**STATEMENT of Expenditure on account of Maintenance of Lighthouses,
Steam Fog-Whistles, &c., in Nova Scotia, etc.—Continued.**

		\$	cts.	\$	cts.
	Brought forward			10,178	87
	BUOYS AND BEACONS—Concluded.				
	SUNDRY EXPENDITURE—Concluded.				
George Adams	Repairs to buoys			4	85
E. Moseley	Copper paint			30	00
J. Hunter	Bell for buoy			87	97
Ed. Kerr	Swivels, anchor stock and shackles			136	25
B. H. Ruggles	Hauling up and scraping bell buoy			31	60
S. Townsend	Anchor, buoy and shackles			181	15
George Jackson	Repairing buoys			31	25
Penitentiary	Mooring stones and fittings			122	24
N. K. Clements	Expenses recovering North-West Ledge bell buoy			575	55
Burrill, Johnston & Co.	Repairing Brazil Rock bell buoy			152	45
	Total Buoys and Beacons			11,532	18
	SIGNAL STATIONS.				
R. Althorpe	Salary as Superintendent	100	00		
W. St. Geo. Orde.	do	87	50		
J. K. Gould	Conveyance of signal parties, provisions, etc.	436	57		
do	Expenses of Signal Station, from 1st January to 31st December, 1877	2,221	46		
do	Expenses of Signal Stations, January, February, March, 1878	487	46		
Black Bros. & Co.	1 sett signals	43	00		
	Total			3,375	99
	HUMANE ESTABLISHMENT.				
	SABLE ISLAND.				
Essex & Co.	Provisions	1,445	48		
Henry Cook	do	297	61		
W. K. Gordon	Oats	39	00		
J. Melvin	Barrels and half barrels	104	60		
J. Findlay	Labour building lifeboat	128	00		
H. H. Fuller & Co.	Supplies	309	80		
J. W. Allan	Lumber for lifeboat	39	44		
do	Lumber and shingles for barn at East End	53	90		
H. Moseley	Boat timbers and knees	15	00		
H. W. Johnston	Pay of staff	3,254	45		
Receiver-General	Superannuation tax on Superintendent's salary	5	60		
Geo. Rent	Air chambers for lifeboat	130	00		
T. J. Bentley	Oars	19	20		
Intercolonial Railway	Conveyance of two men of Staff from Pictou to Halifax	5	33		
W. Reid	Oats	25	50		
C. & W. Anderson	Provisions	14	88		
John Bad	Potatoes	12	30		
W. B. Hyde	Oats	24	00		
P. Grant & Co.	Table cloths	2	00		
T. P. Connolly	Stationery	10	56		
J. A. Stewart	Stove, pipe and tinware	38	14		
J. Davison	Shingles and boards	51	06		
M. F. Egar	Medicines and seeds	53	95		
A. Stephen & Son	Chairs, pails and brooms	16	75		
S. Wilson	Blacksmiths' work	27	10		
Brown & Webb	Seeds	11	15		
MacKintosh & McInnes	Lumber for barn	109	10		
Lordly & Stimpson	Provisions	241	21		
Morrison & Co.	Oats	55	50		
Cunard & Co.	Freight, provisions, etc.	39	35		
	Carried forward	6,578	36		

**STATEMENT of Expenditure on account of Maintenance of Lighthouses,
Steam Fog-Whistles, &c., in Nova Scotia, etc.—Concluded.**

		\$ cts.	\$ cts.
	Brought forward.....	6,578 36	
	HUMANE ESTABLISHMENT—Concluded.		
	SABLE ISLAND—Concluded.		
J. Hickey.....	Boarding men of Staff.....	15 00	
Oopeland & Co.....	Supplies.....	3 35	
Overy & Co.	Railway freight and cartage.....	7 89	
Archibald & Co.	Wharfage of provisions, etc.....	11 20	
N. & M. Smith.....	Barrels.....	22 50	
			6,638 30

RECAPITULATION.

		\$ cts.	\$ cts.
Maintenance of Fog-Whistles, &c.....		12,548 09	
do Lighthouses.....		92,030 52	
do Humane Establishments.....		5,577 23	
do Buoys and Beacons.....		11,532 18	
do Signal Stations.....		3,375 99	
do Sable Island Humane Establishment.....		6,638 30	
Share of expense taking care of Public Offices charged to Marine and Fisheries Department.....		131,702 31	
		559 51	
Total.....			132,261 82

NOTE.—The salaries as charged in the above account are exclusive of the Superannuation tax.

WM. SMITH,
Deputy Minister of Marine and Fisheries.

JOHN TILTON,
Accountant.

APPENDIX No. 12.

STATEMENT of Expenditure in connection with the Maintenance of Lights,
Prince Edward Island, for the Fiscal Year ended 30th June, 1878.

<i>Block House Light.</i>			
Archibald McLaine.....	12 months' salary as Keeper.....	300 00	
do	Making and repairing flags.....	10 86	
do	Allowance for fuel, 1877-78	32 00	
Secretary of War.....	Rent of land on west side	4 87	
Wm. Pike	Fitting out signal staff, as per contract.....	45 60	
			393 23
<i>Cascumpec Light.</i>			
Asa McCabe.....	12 months' salary as Keeper	250 00	
do	Allowance for fuel, 1877-78.....	32 00	
Geo. Wells.....	Placing brush and earth round lighthouse	96 35	
			378 35
<i>Crapaud Light.</i>			
Percy Palmer.....	12 months' salary as Keeper.....	75 00	
D. W. Palmer.	Building small house in connection with the mast.....	5 00	
			80 00
<i>East Point Light.</i>			
A. R. Blaton.....	12 months' salary as Keeper.....	250 00	
do	Allowance for fuel, 1877-78	32 00	
do	Paid for hauling oil, repairing lock, &c.....	6 00	
W. Mitchell.....	do labour and truckage of lantern and lighting apparatus.....	20 20	
P. E. Island Ry. Co.....	Freight of lantern, &c., to Souris Station.....	42 00	
Jas. Macdonald.....	Conveying lantern, &c., from Souris Station to East Point	39 00	
do	Freight of lumber, &c	50 00	
D. C. Ramsay.....	Spruce and pine	31 90	
Owen Connolly.....	do	36 24	
Paul Lea	Pine, planing, &c	40 92	
P. Carrol	Paid wages on account of alterations	944 51	
do	Superintending alterations.....	130 00	
Macdonald & Co.....	Hardware and cask ..	9 95	
Dodd & Rogers.....	Cotton duck, paint, hardware, &c	201 84	
Chas. Deagle.....	Making and placing buoys, Rolls Bay.....	33 50	
E. Chanteloup.....	Lantern and lighting apparatus.....	1,895 28	
			3,763 34
<i>Fish Island Light.</i>			
A. J. McLellan..	12 months' salary as Keeper	250 00	
do	Allowance for fuel.....	32 00	
			282 00
<i>Little Channel Light.</i>			
Wm. Hardy.....	12 months' salary as Keeper.....		100 00
<i>Little Sands (High Bank.)</i>			
Duncan Munn	12 months' salary as Keeper.....		35 00
	Carried forward		5,031 92

**STATEMENT of Expenditure in connection with the Maintenance of Lights,
Prince Edward Island, etc.—Continued.**

		\$ cts.	\$ cts.
	Brought forward.....		5,031 92
	<i>Little Tignish.</i>		
Isidore Chasson.....	12½ months' salary as Keeper.....	102 00	
do	Raising platform, hauling stones, &c.....	22 75	124 75
	<i>Murray Harbour.</i>		
Malcolm McFadyen.....	12 months' salary as Keeper.....	100 00	
Davies & McFadyen.....	Oil, wicks, chimneys, burners, &c.....	20 09	
Jas. Penny.....	Erecting spar for light.....	22 00	142 09
	<i>New London Light.</i>		
Geo. McKenzie.....	12 months' salary as Keeper.....		100 00
	<i>North Rustico Light.</i>		
Thos. G. Percy.....	12 months' salary as Keeper.....	100 00	
do	Allowance for fuel.....	20 00	120 00
	<i>North Cape Light.</i>		
Lewis McDonald.....	11½ months' salary as Keeper.....	291 67	
Peter H. Perry.....	Salary as Keeper from 27th to 30th June, 1878.	8 33	
Lewis McDonald	Allowance for fuel.....	32 00	
W. B. Allin.....	Sundry disbursements.....	10 00	
Dunstan Martin.....	Repairs to Keeper's dwelling as per contract.....	261 67	
Hermans & Son.....	Repairing 6 lamps.....	12 00	
Hubert Gaudet.....	Repairs to lighthouse.....	4 00	
Patrick Hogan	Carting supplies from landing.....	5 00	624 67
	<i>Panmure Light.</i>		
W. McDonald.....	12 months' salary as Keeper ..	250 00	
do	Allowance for fuel.....	32 00	
McDonald Bros.....	Rope, wicks, glass and hardware ..	9 00	
D. F. Kennedy.....	Piping, zinc, laying floor and travelling expenses of workmen.....	70 00	361 00
	<i>Point Prim Light.</i>		
Michael McLeod	12 months' salary as Keeper.....	300 00	
do	Allowance for fuel.....	32 00	332 00
	<i>St. Peter's Light.</i>		
W. W. McGrath.....	12 months' salary as Keeper.....	100 00	
Jas. Taylor	On account of showing light.....	9 00	
Jos. Westaway.....	Erecting beacon for use of steamer... ..	30 00	
Jno. Caven.....	Advertising in <i>Charlottetown Herald</i>	2 50	
Graves & Co.....	do <i>Summerside Journal</i> ..	3 36	144 86
	Carried forward		6,981 29

**STATEMENT of Expenditure in connection with the Maintenance of Lights,
Prince Edward Island, etc.—Continued.**

		\$ cts.	\$ cts
	Brought forward.....		6,981 29
	<i>St. Andrew's Light.</i>		
Jos. Wightman	12 months' salary as Keeper	100 00	
do	Extra allowance for winter navigation.....	25 00	
W. B. Allin	New lantern and repairs.....	37 00	162 00
	<i>Sea Cow Head Light.</i>		
Peter Ranaghan	12 months' salary as Keeper	250 00	
do	Allowance for fuel.....	32 00	
Robt. T. Holman	47½ galls. kerosine oil, at 32½c.....	15 20	
Geo. Scantlebury	Stand covered with zinc.....	12 00	
E. Chanteloup	5 reflectors, chimneys, wicks, &c.....	202 73	511 93
	<i>South Rustico Light.</i>		
Wm. Ford	12 months' salary as Keeper.....		100 00
	<i>Tracadie Light.</i>		
Michael Ready	12 months' salary as Keeper.....	100 00	
do	Moving and removing light towers	30 00	130 00
	<i>Summerside Light.</i>		
Patrick McVeigh	12 months' salary as Keeper	100 00	
Milton Walsh.....	Temporary lantern.....	9 36	
Jas. Beairston	Painting lighthouse	28 00	137 36
	<i>West Point Light.</i>		
Wm. McDonald	12 months' salary as Keeper	300 00	
do	Allowance for fuel.....	32 00	332 00
	<i>Wood Island Light.</i>		
Jas. McMillan	12 months' salary as Keeper	200 00	
do	Allowance for fuel.....	32 00	
do	Paid for ladders, repairs to chimney, &c	8 75	240 75
	SALARIES AND CONTINGENCIES.		
W. Mitchell.....	12 months' salary as Agent.....	986 01	
do	Travelling expenses	215 62	
do	12 months' rent of warehouse for supplies.....	75 00	
do	Postages and stationery to December, 1877.....	21 12	
Anglo-American Telegh Co.....	Telegrams.....	21 90	
Jos. Tomlinson.....	Travelling expenses	53 00	1,872 55
	Carried forward.....		9,967 88

**STATEMENT of Expenditure in connection with the Maintenance of Lights,
Prince Edward Island. etc.—Continued.**

		\$	cts.	\$	cts.
	Brought forward.....			9,967	88
	GENERAL ACCOUNT.				
P. Hann	Cartage of oil, &c.	13	25		
P. Cahill	Labor packing and boxes for lighthouse supplies...	20	00		
John Caven	Advertising.....	3	80		
W. Mitchell.....	Paid sundry freight, cartage, &c.	26	25		
J. U. Gregory.....	To pay for oil, 4,631 galls. at 26c., \$1,204.06; cartage and labour, \$24.....	1,228	06		
Dodd & Rogers.....	Chimneys, linseed oil, canvas, wicks, &c.	505	35		
John Gillis.....	Freight of supplies.....	265	00		
Jas. Kennedy.....	Removing logs and wreck-matter, Charlottetown Harbour.....	25	00		
Richard Westaway.....	Keeping range lights west of St. Andrew's Point, during winter, for use of steamer "Northern Light".....	25	00		
				2,111	71
	BUOYS AND BEACONS.				
John Yeo.....	Buoy service, Richmond Bay.....	22	00		
Wm. Callaghan.....	do Miminigash.....	121	00		
John Duffy.....	do Mount Stewart.....	59	13		
Neil McLeod.....	do Pinette Harbour.....	139	06		
Arch. Kennedy.....	Oil, paint, rope, &c., East River buoys.....	14	62		
Alexander Howatt.....	New buoys, anchors, &c., Tryon.....	187	00		
H. McDonald.....	Buoy, service, Cardigan River.....	139	00		
David Howlett.....	Large buoy, anchor, &c., Grand River.....	41	00		
A. J. Stewart.....	Hauling and placing on Gilles Reef.....	30	00		
Wm. Batt.....	Buoy service, Charlottetown Harbour.....	72	00		
D. Cameron.....	Cartage of buoys, &c., Malpeque.....	6	00		
Jas. Ellis.....	Painting and placing, Bid-ford River.....	64	00		
D. Stewart.....	Iron work on buoys, New London.....	8	00		
J. B. Howlett.....	Paid for buoys, placing &c., Georgetown.....	144	57		
John Arsenault.....	Buoy service, Egmont Bay.....	50	00		
Edward Morrissey.....	Anchors, &c., Charlottetown and West Point.....	47	14		
Ewen McKinnon.....	Erecting beacon, Canso Point.....	8	00		
Geo. Budd.....	Ironing 2 casks, chain, &c., North Rustico.....	9	00		
E. G. Fuller.....	Making and placing buoy inside Souris.....	26	00		
Dodd & Rogers.....	Buoy service, Charlottetown and Miminigash.....	64	00		
J. O. Hall.....	do South Rustico.....	57	97		
Hugh Campbell.....	do Tracadie.....	69	59		
John Furness.....	do Vernon River.....	71	00		
P. E. I. Steam Navigation Co.....	Freight on chain, Pictou to Charlottetown.....	10	80		
Geo. Wells.....	Buoy service, Cascumpec Harbour.....	235	86		
D. McGougan.....	do Malpeque.....	134	68		
R. Campbell.....	do Summerside.....	206	00		
Wesley Myers.....	do Crapaud Harbour.....	210	00		
Jas. Leard.....	Bushing, Tryon Harbour.....	20	00		
John Gillis.....	Buoy service, East and West Rivers and Charlottetown.....	230	00		
Wm. Miller.....	Buoy service, Murray Harbour.....	48	00		
Richard Jenkins.....	do Pownall Bay.....	61	00		
Wm. Hardy.....	do Little Channel.....	12	00		
G. McKenzie.....	do New London.....	55	08		
John Haggart.....	do Georgetown.....	129	83		
Alex. Halloran.....	do Souris.....	46	80		
Alex. McArthur.....	do Enmore River.....	44	00		
Quebec Harbor Commissioners.....	3 anchors and chain.....	380	47		
T. G. Pursey.....	Buoy service, North Rustico.....	20	00		
R. S. McDonald.....	do Grand River.....	105	92		
John Duffy.....	do West River.....	35	00		
D. C. Campbell.....	do Montague.....	66	83		
	Carried forward.....			12,079	59

**STATEMENT of Expenditure in connection with the Maintenance of Lights,
Prince Edward Island, etc.—Concluded.**

		\$ cts.	\$ cts.
	Brought forward		12,079 59
	BUOYS AND BEACONS—Concluded.		
Geo. Coombs.....	12 months' rent of warehouse, \$30.00; use of wharf and wharfage, Charlottetown, \$59.65.....	119 65	
Peake Bros. & Co.	Chains, shackles, &c.....	71 75	
Jas. Matheson	Placing buoys, South Rustico Bay.....	63 00	
Chas. Deagle.....	Buoy service, Rollo Bay	32 00	
J. U. Gregory.....	To pay for repairs to anchors and chains.....	89 16	
W. W. Stymest.....	Making new buoys for New London and Rustico ...	152 00	
Thos. Murphy.....	Hauling 2 new buoys to Rustico	10 00	
Wm. Mitchell.....	Paid freight on 2 new buoys to Rustico.....	6 12	
B. Woodside.....	Buoy service during part of season 1874, Malpeque.	66 00	
David Small.....	Painting and placing, Charlottetown.....	203 00	
Thos. Fleager.....	Blacksmith's repairs, general.....	18 63	
S. H. Macdonald.....	Repairing and placing, Souris East.....	36 26	
J. Macdonald.....	do St. Peter's Harbor.....	35 00	
			<u>4,404 06</u>
			16,483 65
	Share of expense taking care of public offices charged to Marine and Fisheries.....		203 01
	Total		<u>16,686 66</u>

WM. SMITH,
Deputy Minister of Marine and Fisheries.

JOHN TILTON,
Accountant.

APPENDIX No. 13.

STATEMENT of Expenditure on account of Maintenance of Lighthouses, and Buoys and Beacons, in the Province of British Columbia, for the Fiscal Year ended 30th June, 1878.

<i>Beren's Island Light.</i>			
E. Cox	7 months' salary as Light-keeper	291 62	
A. McKinnon	5 do do	208 30	
J. J. Robinson	Lumber, labour, bolts, &c.	50 45	
E. B. Marvin	Coal oil, white lead, flannel, cotton waste, &c.	141 75	
John Eastman	Survey and duplicate plan	55 00	
Langley & Co	120 galls. coal oil, at 55c., \$66.00; groceries, \$12.25 ..	78 25	
Engelhardt & Co.	Freight, lamp chimneys, &c.	12 35	
E. Chanteloup	Lamp chimneys	42 00	
P. McQuade & Son	Hardware and cord	11 00	
A. & W. Wilson	Repairing lamp, &c.	6 50	
			597 22
<i>Cape Beale Light.</i>			
Robt. Westmoreland	Salary as Light-keeper, and to provide 1 Assistant from 1st July, 1877 to 26th January, 1878	683 85	
E. Cox	Salary as Light-keeper, and to provide 1 Assistant, from 24th Feb., 1878 to 31st March, 1878	314 28	
John Kenny	Salary as Acting Light-keeper, 27th Jan., 1878 to 23rd Feb., 1878	98 23	
Steamer "Alexandria" ..	Passage of E. Cox and family, as per agreement ..	125 00	
Schooner "Anna Beck" ..	do 2 men, from Barclay Sound ..	20 00	
Langley & Co.	900 galls. coal oil, at 52½c. \$472 50; soap, soda, &c., \$12.75	485 25	
P. McQuade & Son	Hardware, lime, paint, &c.	71 00	
Wm. Spring	Indian labour, landing coal and conveying letters, &c.	89 50	
Wait & Co.	Stationery	7 00	
			1,894 11
<i>Entrance Island Light.</i>			
Robt. Gray	12 months' salary as Light-keeper	600 00	
E. B. Marvin ..	30 cases coal oil, at \$6.50, \$195.00; cartage and wharfage, \$1.50	196 50	
John Hirst	Boiled oil, paint, rope, lamp and glasses	64 42	
H. Rudolph	Binocular glasses	17 00	
Langley & Co.	300 galls. coal oil, at 55c. \$165.00; whiting and plate powder, \$13.25	178 25	
P. McQuade & Son	Paint, white lead, &c.	60 25	
C. Carpenter	Lumber	36 50	
Jos. Spratt	Cast iron wheels	11 50	
Jno. Holden	Iron work for ship and boat-house	48 50	
Arthur Fenny	Hardware, lumber and labour, fixing tower, extending boat-ways, &c.	367 45	
			1,580 37
<i>Fisgard Light.</i>			
W. H. Bevis	12 months' salary as Light-keeper, and to provide 1 Assistant	759 96	
H. Saunders	Soap and brushes	8 02	
J. J. Robinson	Ring bolts in boat	2 25	
Williams & McArthur	10 tons water	20 00	
Carried forward			

STATEMENT of Expenditure on account of Maintenance of Lighthouses, and Buoys and Beacons, in the Province of British Columbia, etc.—(Continued.)

		\$ cts.	\$ cts.
	Brought forward.....	790 23	4,371 70
	<i>Pisgard Light—Concluded.</i>		
Jno. Weiler.....	6 chairs.....	12 00	
Andrew Rogers.....	Labour at coal.....	4 00	
S. L. Kelly & Co.....	Stove and stove-pipe.....	40 25	
E. B. Marvin & Co.....	Blocks, rope, &c.....	27 55	
Thos. Storey.....	Lumber, ironwork and labour at storehouse and wharf.....	117 25	
Langley & Co.....	Coal oil, white lead, paint, chimneys, &c.....	103 50	
C. E. Redfern.....	Repairing clock.....	2 50	
			1,102 28
	<i>Fraser River Light-ship.</i>		
Jas. Jolly.....	12 months' salary as Master and Chief Light-keeper.....	1,200 00	
Chas. Lee.....	11 do and 6 days salary as Assistant.....	447 98	
Jno. Davis.....	12 do salary as Assistant.....	480 00	
Robt. Griffiths.....	1 do do do.....	40 00	
do.....	Paid for 15 days' labour.....	37 50	
H. Saunders.....	Provisions.....	275 70	
Jas. Fell & Co.....	do.....	309 00	
S. L. Kelly & Co.....	Stove-pipes, boiler and hardware.....	23 76	
M. Muir.....	162 galls. dog fish oil, at 62½c.....	101 25	
H. Georgeson.....	25 do at 60c, \$15.00; 298, at 50c, \$148.00.....	168 00	
E. B. Marvin.....	Bench vice, pliers, paint, oil, &c.....	210 63	
P. McQuade & Son.....	Anchor, hardware, varnish, sculls, &c.....	71 25	
J. Cunningham & Co.....	Cooking stove, zinc, etc.....	61 50	
J. J. Robinson.....	New boat, as per contract.....	80 00	
Geo. Hardisty.....	Freight of supplies and passage Capt. Cooper, per steamer "Enterprise".....	51 00	
Jos. Spratt.....	Repairs to fog-bell.....	21 24	
A. & W. Wilson.....	Repairing burners.....	9 00	
O. E. Redfern.....	do clock.....	3 00	
Jos. Bien.....	Lampwicks, \$67.80; duty, \$11.85; express charges, \$1.25.....	80 90	
H. J. Cook.....	Survey and report, hauling out, hardware, copper, oakum, pitch, and labour repairing.....	901 49	
Jno. Parker.....	4 days' labour, \$2.50.....	10 00	
Welch, Rithet & Co.....	2 galvanized iron tanks, \$30.....	60 00	
Thos. Ewen.....	Labour.....	2 50	
Hudson Bay Co.....	Freight, per steamer "Enterprise".....	24 50	
Jos. Spratt.....	New chain cable, 5,495 lbs. at 6½c., \$357.18; shipping, \$2.....	359 18	
			5,024 37
	<i>Point Atkinson Light.</i>		
R. G. Wellwood.....	12 months' salary as Light-keeper, and to find 1 assistant.....	799 92	
Engelhardt & Co.....	Freight, &c., on 1 case lamps, &c.....	16 80	
E. B. Marvin.....	Coal oil, paints, oils, &c.....	169 75	
Jas. Cunningham.....	Flannel, brooms, boiled oil, &c.....	42 10	
Langley & Co.....	250 galls. kerosene, \$57½c.....	143 75	
P. McQuade & Son.....	50 lbs. white lead, 12½c.....	6 25	
A. & W. Wilson.....	Plumbers' repairs and solder.....	23 00	
Jno. Hawks.....	Labour, painting.....	20 25	
			1,221 82
	<i>Race Rocks Light.</i>		
Thos. Argyle.....	12 months' salary as Light-keeper, and to provide for 3 assistants.....	1,554 96	
Hy. Saunders.....	6 months' provisions.....	275 70	
	Carried forward.....	1,830 66	11,720 17

**STATEMENT of Expenditure on account of Maintenance of Lighthouses,
and Buoys and Beacons, in the Province of British Columbia, etc.—Continued.**

		\$	cts.	\$	cts.
	Brought forward.....	1,830	66	11,720	17
	<i>Race Rocks Light—Concluded.</i>				
Jas. Fell & Co.	6 months' provisions, \$322; 3 water-casks, \$18.....	340	00		
A. Rogers	Labour, bagging coal.....	6	00		
S. Aranburn	Boating stores.....	6	00		
Fraser River Lightship...	Transfer 4 casks dog-fish oil, 108 galls., at 62½c.....	67	50		
N. Bertrucci	40 galls. dog-fish oil, at 50c.....	20	00		
Henry Georgeson.....	253 do do.....	126	50		
E. B. Marvin	Coal oil, hardware, paint, boiled oil, sheeting, &c.....	94	62		
P. McQuade & Son.....	Hardware, flags, rope, turpentine, &c.....	111	19		
M. Muir	Lumber and oil.....	60	80		
S. L. Kelly & Co.	Stove-piping, &c.....	3	50		
Thos. Argyle.....	Paid canoe hire for 2 Indians, and stores.....	4	00		
Jos. Spratt.....	Ironwork and repairs.....	28	91		
J. J. Robinson	One spar and labour erecting signal-station.....	20	00		
Langley & Co.	Oil, white lead and paint.....	36	24		
A. & W. Wilson	Copper boiler, &c.....	19	75		
John Weiler	Wall paper and cocoa matting.....	26	87		
W. Wilkins & Co.....	Cylinders, revolving wheels and fog-bell machinery, £122 17s. 9d.....	598	05		
				3,400	59
	SALARIES AND CONTINGENCIES.				
Capt. Jas. Cooper	12 months' salary as Agent.....	1,567	92		
W. Gregory	do do Janitor.....	120	00		
L. Lievre	Assistance in the office 40 days, at \$3.....	120	00		
Louis Fraser	do do 11½ do.....	34	50		
Chas. V. Cooper.....	do do 14 do.....	42	00		
Thos. Westgarth.....	Tracing.....	5	00		
A. Rose	Printing vouchers and binding order-books.....	30	00		
J. K. Suter.....	Printing.....	5	00		
E. Johnson.....	Drawing and engrossing contract.....	5	00		
Post Office, Victoria.....	Rent of drawer, \$10; stamps, \$20.50.....	30	50		
De W. L. Holden & Co.....	½ cord wood.....	3	00		
D. W. Higgins	1 year's subscription to <i>British Colonist</i>	10	00		
T. N. Hibben & Co.....	Stationery and printing.....	27	75		
M. W. Wait & Co.....	Envelopes, general stationery and printing.....	115	87		
Capt. Cooper.....	Paid telegrams and sundry disbursements, and travelling expenses.....	35	66		
				2,152	20
	GENERAL ACCOUNT.				
H. Rhodes	Storage of oil, &c.....	30	00		
J. Spratt.....	Making pinions, keys, altering gear, &c.....	44	55		
D. W. Higgins	Advertising.....	27	50		
J. K. Suter	do.....	5	50		
Engelhardt & Co.....	Storage on oil and lighthouse supplies.....	6	75		
				114	30
	BUOYS AND BEACONS.				
J. Spratt	Mooring chains, &c., Fraser River.....	350	23		
J. Nagle.....	Paid for labour, boat hire, &c., Victoria Harbour.....	117	60		
S. Clifford	Cleaning, painting and placing, do.....	74	00		
Wm. Thomas.....	Labour on Sand Head, Fraser River.....	17	50		
Jno. Holden.....	Shackles, swivels, bolts, and labour on buoys, Fraser River, Nanaimo, and Inland Channel.....	371	14		
H. Saunders.....	Rations for labourers, Fraser River.....	10	00		
R. Griffiths	11 days' labour and board, do.....	30	00		
R. Nightingale.....	Mooring stones and beacons, Fraser River and Nanaimo Harbour.....	105	00		
T. E. Peck	Paid labour of 4 men, 15 days each, Fraser River.....	150	00		
	Carried forward.....	1,225	48	17,587	26

STATEMENT of Expenditure on account of Maintenance of Lighthouses, and Buoys and Beacons, in the Province of British Columbia, etc.—*Concluded.*

		\$ cts.	\$ cts.
	Brought forward.....	1,225 48	17,387 28
	BUOYS AND BEACONS—<i>Concluded.</i>		
John Murray	Towing buoys to New Westminster.....	20 00	
do	Taking charge of store, do	24 50	
J. Cunningham	Paints, oils, &c	72 48	
H. E. Wilby	1 iron buoy painted, cartage, &c., Victoria Harbour	17 50	
P. McQuade & Son.....	Blocks, rope, chains, shackles, &c, Victoria Har- bour Fraser River	83 18	
J. B. Shaw.....	Labour, &c, Nanaimo Harbour.....	14 00	
Jesse Sage.....	do do	12 00	
Hudson Bay Co.	Ballast iron, Victoria Harbour.....	5 75	
David Petrie	Building 2 cedar buoys, Victoria Harbour.....	45 00	
W. P. Sayward	1,897 feet cedar, for buoys, \$34.42; cartage, \$1.00, Victoria Harbour	35 42	
Chas. Ball.....	Ironwork for buoys, Victoria Harbour	6 25	
			1,561 52
	Total.....		18,948 78

JOHN TILTON,
Accountant.

WM. SMITH,
Deputy Minister of Marine and Fisheries.

APPENDIX No. 14.

STATEMENT of Expenditure on account of Construction of Lighthouses and Fog-Whistles, &c., for the Fiscal Year ended 30th June, 1878.

ABOVE MONTREAL.		
<i>Coteau Landing.</i>		
Alex. Cameron.....	Contract for building	575 00
do	Altering railing	5 25
W. B. Simpson.....	Allowance for inspecting.....	20 00
E. Chanteloup.....	Taking down and rebuilding lantern.....	37 50
do	Lantern and apparatus.....	354 75
E. B. Prieur.....	Paid freight and cartage of lantern, &c.....	5 16
<i>Le National</i>	Advertising, Coteau Light	4 65
<i>L'Opinion Publique</i>	do for tenders	6 00
		1,008 31
<i>Lamb and Battle Island.</i>		
Jos. White.....	Balance of contract.....	882 22
do	Allowance in full for extras.....	707 27
		1,589 49
<i>Port Colborne.</i>		
Whiteacre & Moran.....	On account of contract	2,300 00
<i>St. Anne bout de L'Isle (Four Towers.)</i>		
Ottawa Free Press	Advertising for tenders	4 80
W. P. Anderson.....	Travelling expenses.....	25 65
Jos. White.....	Removal of old towers and building new ones, as per contract	1,400 00
E. Chanteloup.....	Lanterns and lighting apparatus.....	763 60
		2,194 05
GENERAL ACCOUNT.		
Jos. Tomlinson	Travelling expenses.....	100 00
W. P. Anderson	do	16 05
		116 05
Total.....		7,207 90
BELOW QUEBEC.		
<i>Algernon Rock.</i>		
E. Cameron.	Balance of contract.....	98 00
E. Chanteloup.....	Reflectors	97 00
D. Babin.....	Canoe hire.....	6 00
J. Nadeau.....	Travelling expenses.....	25 95
		226 95
<i>Cape Ray.</i>		
Smith & Booth.....	Patent automatic fog-alarm.....	1,000 00
Carried forward		1,226 95

STATEMENT of Expenditure on account of Construction of Lights and Fog-Whistles, etc.—Continued.

		\$ cts.	\$ cts.
	Brought forward		1,226 95
	BELOW QUEBEC—Concluded.		
	<i>Egg Island.</i>		
J. Archer & Co.....	Lumber	250 00	
J. M. Tardivel	Painting and glass	139 50	
P. Lacomte.....	Three toise of stone	30 00	
A. Fraser & Co.	Freight of materials.....	260 00	
D. Banville	Passage of masons, freight of stone, &c.....	105 00	
P. Jobin.....	do workmen and freight.....	171 73	
G. Bouchard.....	Provisions for do	58 40	
E. D. Dion & Co.	do do	15 05	
L. Arel.....	Beef for do	36 75	
L. Marois.....	Vegetables for do	3 75	
A. Terreau	Washers, 242 lbs, @ 5 cts	12 10	
T. Routier.....	Wages of men building the tower	1,408 65	
			2,428 93
	<i>Greenly Island.</i>		
J. Mowat.....	On account of contract	5,069 00	
E. Ochanteloup.....	Revolving apparatus.....	1,480 68	
G. T. Railway Co.....	Freight	32 29	
Merchants Marine Insurance Co	Insurance on materials per Steamer "Champion" ..	15 00	
			6,596 97
	<i>Point Rich.</i>		
Neptune Fog-Horn Co....	One automatic fog-horn.....		2,500 00
	GENERAL ACCOUNT.		
J. J. Foote.....	Advertising for tenders for building lightship	4 32	
J. Tomlinson.....	Travelling expenses	19 30	
			23 62
	Total.....		12,776 47
	NEW BRUNSWICK.		
	<i>Grindstone Island Fog-Alarm.</i>		
J. R. Stevens	Balance of contract.....	535 42	
D. McLaughlan & Son....	New boiler as per contract.....	335 00	
J. H. Crosby.....	Labor at machinery.....	166 25	
do	Travelling expenses	16 63	
J. R. Stiles	Boarding workmen	31 50	
Wm. Stiles.....	Mason's labor	39 75	
T. McAvity & Sons.....	Iron piping, fittings, etc.....	608 84	
Banfield & Co	Heater.....	18 00	
Jas. O. Wright	Carting and labour.....	20 50	
Alex. Rogers	Freight on bell.....	16 59	
G. Hevenor.....	Copper bores.....	6 00	
H. W. Johnstone.....	Carting and labour.....	7 35	
Geo. Fletcher	Fittings and hardware.....	19 50	
Gaddis McLaughlan.....	Iron work.....	29 06	
J. Harris & Co.....	Stove.....	9 75	
			1,380 14
	Carried forward.....		1,860 14

STATEMENT of Expenditure on account of Construction of Lights and Fog-Whistles, etc.—Continued.

		\$	cts.	\$	cts.
	Brought forward.....			1,890	14
	NEW BRUNSWICK—Concluded.				
	<i>Head Harbour Light.</i>				
Neptune Fog Horn Co...	1 Automatic fog-horn.....			2,500	00
	<i>Machias Seal Island.</i>				
Geo. Armstrong	On account of contract.....	2,675	00		
T. Corrigan	Freight on frame of lighthouse.....	125	00		
Intercolonial Railway Co.	do lantern and lighting apparatus.....	144	14		
E. Chanteloup.....	Cast iron lantern, plate glass, blinds, etc.....	958	82		
Blackadar Bros	Advertising.....	3	48		
Ellis & Armstrong	do	4	50		
E. N. Smith.....	do	2	90		
Chas. Annand.....	do	3	48		
W. M. Smith.....	Travelling expenses.....	55	00		
				3,972	32
	<i>Negro Town Point Light (On Pier).</i>				
Anthony Steeves.....	Contract for building	1,025	00		
D. W. Clark.....	Labor and materials for beacon.....	258	49		
Intercolonial Railway Co.	Freight on glass and lighting apparatus	40	14		
Allan Bros	Small winch	22	00		
Wm. Brown.....	Iron ladder, stay bolts, etc.....	15	47		
G. Hevenor.....	Lamps.....	71	96		
E. Chanteloup	Lantern and reflectors.....	829	33		
Jno. Nugent.....	Carting do do	7	95		
Willis & Mott.....	Advertising tenders for light.....	4	50		
				2,274	84
	<i>Pea Point Light.</i>				
Jno. Fisher	Balance of contract building.....	693	00		
Angus Fisher.....	Travelling expenses and labor on lantern.....	15	00		
John Scott.....	Inspecting building	125	00		
C. McGee.....	Expenses locating light.....	30	00		
H. King.....	Freight on lantern.....	10	00		
E. Chanteloup.....	Cast iron lantern, reflectors, burners, etc.....	509	41		
				1,382	41
	GENERAL ACCOUNT.				
R. McConnell.....	Advertising, Machias Light.....	3	48		
Geo. Armstrong	do Bay of Fundy Light, Lightship, Seal Island	15	94		
Willis & Mott.....	do Tenders for do and Machias Light	12	00		
Barnes & Co.....	do do Lightship.....	2	50		
Ellis, Robertson & Co....	do do Negro Town Point Light..	4	50		
				38	42
	Total.....			\$12,028	13
	NOVA SCOTIA.				
	<i>Don Portage.</i>				
N. W. White	Searching title and recording deed.....			6	40
	Carried forward.....			6	40

STATEMENT of Expenditure on account of Construction of Lights and Fog-Whistles, etc.—Continued.

		\$ cts.	\$ cts.
	Brought forward.....		6 40
	<i>NOVA SCOTIA—Continued.</i>		
	<i>Cape La Ronde.</i>		
Chas. Lattimore.....	Purchase money land.....	250 00	
R. S. Weatherbee.....	Drafting and engrossing deed.....	39 00	289 00
	<i>Cape Sable.</i>		
N. W. White.....	Searching title and drawing deed.....	9 15	
Henry Chute.....	Balance of contract for constructing dyke.....	50 00	59 15
	<i>Creighton's Head.</i>		
B. S. Weatherbee.....	Drafting and engrossing deed.....		28 50
	<i>Devils's Island.</i>		
E. Chanteloup.....	Lantern and lamps.....	1,652 07	
Chas. Neal.....	Labour.....	3 50	
Jacob Bowser.....	Balance of contract.....	1,593 00	
do.....	Extras.....	156 00	
Chas. Hutt.....	Ferriages of Inspector.....	18 75	
W. H. Isnor.....	Carriage hire of Inspector.....	63 50	
Henry Watt.....	Inspecting while building.....	90 00	3,576 82
	<i>Guyon Island.</i>		
J. K. Brown.....	Carpenter's work.....	7 00	
J. G. Sinclair.....	Extras on contract.....	290 00	297 00
	<i>Isaac's Harbour.</i>		
Benjamin Hines.....	Purchase of land for site.....	55 00	
Wm. Moir.....	Recording deed.....	5 60	60 60
	<i>Isle au Haut.</i>		
J. H. Harding.....	Paid freight and cartage of lanterns.....	145 01	
J. Overy.....	Freight of plate glass.....	15 28	
E. Chanteloup.....	Lantern, lamps, plate glass, &c.....	2,011 26	
Calvin Cogswell.....	Account of contract.....	2,800 00	
H. W. Johnston.....	To pay balance of contract.....	948 81	5,920 36
	<i>La Have.</i>		
Doull & Muller.....	Account purchase of site.....	388 57	
E. S. Weatherbee.....	Drafting and engrossing deed.....	13 50	402 07
	<i>Pope's Harbour.</i>		
E. Chanteloup.....	Lanterns, lamps, &c.....	891 67	
George Rowlings.....	Balance of contract.....	1,734 74	
do.....	Extras.....	58 15	
Wm. Condon.....	Inspecting while building.....	86 50	
J. Overy.....	Freight and cartage.....	1 34	2,772 40
	Carried forward.....		3,412 30

STATEMENT of Expenditure on account of Construction of Lights and Fog-Whistles, etc. - *Continued.*

		\$	cts.	\$	cts.
	Brought forward.....			13,412	30
	<i>NOVA SCOTIA—Concluded.</i>				
	<i>Shelburne Harbour.</i>				
N. White.....	Searching title and recording deed.....			7	70
	<i>Tor Bay.</i>				
J. McDonald.....	Balance of contract.....	50	00		
do	Extras.....	30	00		
				80	00
	Total			13,500	00
	<i>PRINCE EDWARD ISLAND.</i>				
	<i>Cascumpec Light.</i>				
R. A. Clark.....	Removing range light.....	40	00		
Dodd & Rogers	Plate-glass.....	9	50		
				49	50
	<i>East Point Light.</i>				
Chance Bros. & Co....	Polished plate-glass	202	16		
Prince E. I. Steam Navigation Co.....	Freight do Montreal to Summerside	73	64		
				275	80
	<i>Fish Island Light.</i>				
Richard Keefe	Balance of contract, building oil-shed, &c.....	617	92		
S. F. Perry.....	Travelling expenses to settle dispute with Contractor	12	20		
A. F. McLellan..	Fixing windows, painting, &c.....	4	50		
John Sinclair..	Inspection fees.....	50	00		
Jos. Doucet	Ladders.....	3	00		
D. Cameron.....	Cartage of box	2	25		
Dodd & Rogers	Plate-glass	9	50		
				699	37
	<i>Little Channel Light.</i>				
Peter Millar	Balance of contract, \$450; cartage, &c, \$18.....	468	00		
Robt. Williams.....	Inspecting, \$65; extra labour, &c, \$10	75	00		
				543	00
	<i>Summerside Light.</i>				
Chance Bros. & Co.....	Polished plate-glass	52	84		
J. A. Bearisto.....	Materials, and building Light-tower on Railway Wharf	300	00		
E. Chanteloup.....	Cast iron lantern, blank sides, blinds, &c.....	393	46		
				746	30
	<i>Tignish Range Lights.</i>				
Theodore Bernard	Erecting range lights, as per contract	130	00		
E. Chanteloup.....	2 range lights, \$45; burners, wicks, &c, \$15.50.....	60	50		
				190	50
	Total			\$2,504	47

STATEMENT of Expenditure on account of Construction of Lights and
Fog-Whistles, etc.—*Concluded.*

RECAPITULATION.

Construction of Lights, &c.,	above Montreal	\$ 7,207 90
do	do below Quebec	12,776 47
do	do New Brunswick	12,028 13
do	do Nova Scotia	13,500 00
do	do Prince Edward Island	2,504 47
Total		48,016 97

WM. SMITH,
Deputy Minister of Marine and Fisheries.

J. TILTON,
Accountant

APPENDIX No. 15.

STATEMENT of Expenditure on account of Dominion Steamers, for the Fiscal Year ended 30th June, 1878.

<i>Steamer "Napoleon III."</i>		\$ cts.	\$ cts.
Capt. Despres.....	12 months' salary as Captain.....	799 93	
J. U. Gregory.....	Wages of officers and crew from 1st July, 1877, to 30th June, 1878.....	7,049 99	
T. Routier.....	Pay-list of joiners, blacksmiths, painters, &c.....	989 22	
J. Rolph.....	Repairs to engine and machinery.....	238 40	
Wm. Barbour.....	Paid for butter.....	38 04	
do.....	do repairing boiler, coaling &c.....	46 50	
P. Rouillard.....	Washing, &c.....	136 50	
Leon Aiel.....	Beef and vegetables.....	2,390 31	
G. Bisset.....	Repairs to machinery, iron tubing, metal rings, &c.....	763 01	
F. O. Vallerand.....	Chimneys and wicks.....	8 75	
R. Blakiston.....	Canvas, twine, blocks, fitting awnings, sails, &c.....	83 65	
P. F. Riufret.....	Medicines.....	26 00	
G. T. Phillips.....	Copper and brass smiths' repairs, tubing, sheet brass, &c.....	1,309 60	
F. Plamondon.....	Fish.....	151 28	
G. Bouchard.....	Provisions.....	1,043 18	
D. Langlois.....	Milk.....	143 80	
J. Eden.....	Provisions.....	110 05	
L. Marois.....	Vegetables.....	404 65	
R. Côté.....	Provisions.....	101 15	
Doull & Co.....	Paid pilotage.....	33 00	
do.....	Paid for provisions.....	199 12	
Audet & Robitaille.....	Rope, canvas, shovels, &c.....	305 27	
Dawson & Co.....	Stationery.....	7 30	
T. Parent.....	Measures, &c.....	4 25	
J. Marmen.....	Cartage.....	91 85	
J. Boivin.....	Hardware, paint, turpentine, &c.....	283 66	
Z. Lapierre.....	Boat and oars.....	104 50	
Mrs. Barbour.....	Washing.....	4 00	
D. Macée.....	Freight of chain, oil, &c.....	32 00	
Mrs. Fitzgibbons.....	Making flags.....	19 00	
Jno. McEchen.....	Pilotage.....	30 00	
Intercolonial Coal Co.....	168 tons of coal at \$1.80.....	302 40	
F. Derouin.....	Repairing blocks.....	12 45	
F. Vézina.....	Painting.....	195 75	
J. M. Tardivel.....	do paint brushes, &c.....	22 95	
E. D. Dion & Co.....	Provisions.....	143 20	
W. Watson.....	Flags, bunting, repairing, &c.....	48 30	
Taché & Co.....	Boiled meats.....	73 44	
J. Davidson.....	Bread.....	202 00	
Capt. Despres.....	Paid for provisions, &c.....	227 15	
do.....	Board and ferriages.....	20 00	
Duguet & Co.....	Clock and repairs.....	8 50	
Thos. Norris.....	Crockery.....	20 05	
O. Cyprian.....	Meat.....	5 20	
L. Bourget.....	Provisions.....	470 17	
C. & W. Wurtels.....	Iron, boiler plate and rivets.....	117 04	
S. J. Shaw & Co.....	Rubber packing.....	123 45	
N. Turcott.....	Rockets.....	12 00	
J. Sullivan.....	Hawser, rope steering gear.....	231 20	
C. McNab.....	Porpoise oil.....	24 65	
V. Bélanger & Co.....	Olive and linseed oil, turpentine, &c.....	405 61	
S. Bedard.....	Stoves, hardware, repairs, &c.....	246 52	
H. S. Scott & Co.....	Iron.....	22 43	
Carried forward.....		19,882 45	

STATEMENT of Expenditure on account of Dominion Steamers, etc.—
Continued.

		\$ cts.	\$ cts.
	Brought forward	19,882 45	
	<i>Steamer "Napoleon III."—Continued.</i>		
O. Plamondon.....	Paid duty on machinery oil.....	10 43	
J. Kane.....	Repairs to engine.....	9 00	
Archer & Co.....	Lumber.....	10 24	
H. Dinning & Co.....	Oak and birch lumber.....	39 25	
Dinning & Webster.....	Cement.....	19 00	
A. Frazer & Co.....	390 tons coal at \$3.40.....	1,326 00	
T. Drysdale.....	Repairing machinery.....	18 00	
O. Gourdeau.....	28 days' wages as carpenter.....	42 00	
D. Landry.....	Labor.....	3 20	
C. Pelletier.....	do.....	4 00	
J. Pelletier.....	do.....	4 00	
W. Crawford & Sons.....	Moorage.....	150 00	
J. Blais.....	Wintering.....	70 00	
H. A. Paré.....	Provisions.....	89 41	
F. M. Dechené.....	Bedding, linen and clothing.....	238 51	
L. Guerard.....	Mattresses.....	11 75	
Wm. Lee.....	9 officers' suits, pants, &c.....	252 00	
J. Williamson.....	Wages for watching and clearing snow.....	93 60	
E. Dégagne.....	Mops.....	2 50	
Jean Lemelin.....	10 gallons maple syrup at 62½ cts.....	6 25	
	Total.....		22,272 59
	<i>Steamer "Druid."</i>		
Capt. A. Marmen.....	12 months' salary as Captain.....	\$980 00	
do.....	Superannuation-tax.....	20 00	
		1,000 00	
J. U. Gregory.....	12 months' pay-list of officers and crew.....	4,868 61	
Corporation of Pilots.....	7 per cent. on Capt. Marmen's salary to 1st May, '78	40 00	
T. Routier.....	Wages of carpenters and smiths for outfit and repairs to steamer, engines and machinery.....	481 85	
L. Guerard.....	Mattresses, furniture and repairs.....	133 82	
L. Aiel.....	Meat, provisions, &c.....	1,625 59	
F. Rouillard.....	Washing and repairs to clothing, &c.....	140 00	
O. Picard.....	Iron piping and smiths' repairs.....	89 95	
J. M. Tardivel.....	Paint, varnish, glass and painting.....	324 38	
F. O. Vallerand.....	Chimneys and wicks.....	9 10	
R. Blakiston.....	Canvas and sails.....	24 30	
G. T. Phillips.....	Copper and brass smiths' materials and repairs.....	334 07	
Jos. Vaudry.....	Linen, ticking and braid.....	10 78	
F. Plamondon.....	Fish.....	91 63	
G. Bouchard.....	Provisions.....	652 69	
D. Langlois.....	Milk.....	108 19	
C. Cognon.....	Provisions.....	3 70	
Dawson & Co.....	Stationery and chart.....	5 30	
J. Marmen.....	Cartage.....	63 35	
J. Boivin.....	Hardware, paint, oil, &c.....	174 38	
Archer & Co.....	Lumber.....	3 27	
Mrs. Fitzhenry.....	Washing.....	19 68	
Dinning & Webster.....	Cement.....	15 00	
R. Borland.....	2 chaldrons smiths' coal, at \$7.00 per chal.....	14 00	
L. Macois.....	Vegetables.....	553 20	
Adam Waters.....	Groceries, &c.....	357 40	
A. H. Murphy.....	50 chaldrons coal at \$6.00 per chal.....	300 00	
E. D. Dion & Co.....	Provisions.....	83 45	
O. Tranquille.....	Blocks.....	12 96	
Hunt, Brock & Co.....	Corkwood.....	1 60	
Audet & Robitaille.....	Rope, canvas, &c.....	127 52	
Taché & Co.....	Preserved meats.....	41 40	
Jno. Davidson.....	Feed.....	142 80	
	Carried forward.....	11,858 97	

STATEMENT of Expenditure on account of Dominion Steamers, etc.—
Continued.

		\$ cts.	\$ cts.
	Brought forward	11,858 97	
	<i>Steamer "Druid."—Continued</i>		
W. H. Laroche.....	Lime juice.....	12 75	
Whitehead & Turner.....	Tube cleaners.....	10 00	
Duquet & Co.....	Clock and repairs.....	10 00	
J. Lachance	Paid for repairs to bedding, &c., \$35.00; wages for watching, \$84.80	119 80	
Intercol. Coal Mining Co	52 tons coal at \$1.80.....	93 60	
W. Barbour	Paid for butter, \$37.32; Labour coaling, \$13.00....	50 32	
S. J. Shaw.....	Files, &c.....	33 85	
J. Parker & Sons.....	Rags	6 86	
M. Whalen.....	Repairing uniforms.....	8 00	
Jas. Wilson	1 hoisting gin	4 00	
W. Tait	Waste and soda	13 85	
L. Bourget.....	Provisions.....	181 72	
J. Blais	Wintering	50 00	
O. L. Richardson & Sons	Leather.....	4 80	
F. M. Dechene.....	Clothing, bedding, &c	254 60	
Capt Marmen	Expenses of voyage, &c., collecting evidence for the Halifax Fishery Commission.....	261 80	
Ohinic & Beaudet	Powder.....	4 50	
N. Turcotte	Rockets	18 00	
J. Sullivan	Lead lines, log line reels, &c.....	20 00	
F. T. Thomas.....	Crockery	16 80	
G. R. Renfrew & Co.....	Caps.....	6 50	
C. McNab.....	20 galls. porpoise oil at 85c. per gall.....	17 00	
V. Belanger & Co.....	Linseed and olive oil, turpentine, &c.....	399 30	
S. Bedard.....	Stove, hardware and repairs.....	123 10	
J. Cunningham	Overhauling and repairing sails.....	100 00	
M. Dickey	Cleaning and scrubbing.....	3 80	
H. S. Scott & Co.....	Iron nuts	0 26	
C. & W. Wurtele	Rivets	1 44	
Jean Lemelin	10 galls. maple syrup at 62½c. per gall.....	6 25	
W. Crawford & Sons.....	Moorage	150 00	
Ulric Groleau	Pilotage	70 00	
Capt. Marmen.....	Expenses during voyages, provisions, vegetables, &c.....	74 01	
T. Drysdale	Repairs to machinery.....	12 00	
H. Dinning & Co	Lumber	26 03	
W. Watson	Flags and repairs.....	39 70	
Geo. Bissett	Turning and fitting steel pins.....	9 55	
Wm. Lee.....	Clothing for officers	294 00	
			14,372 16
	Less—Refund to Receiver-General, amount received from Halifax Fishery Com- mission for expenses incurred in pro- curing evidence.		2,359 61
	Total		12,112 55
	<i>Steamers "Napoleon" and "Druid."</i>		
	<i>General Account.</i>		
R. S. Olscamps.....	6 stencil plates.....	7 68	
W. H. Laroche.....	Drugs and medicines	12 50	
Jos. Vaudry.....	Ticking, linen, binding &c.....	13 87	
Jos. Eden.....	Provisions, &c., \$71.83; wharfage and landing coal, \$237.20	309 03	
do	Quarter salary as Sub-Agent	50 00	
Dawson & Co.....	Stationery.....	29 00	
T. Parent.....	Punches.....	6 00	
J. Boivin.....	Hardware, paint, &c	192 03	
Archer & Co.....	Lumber	48 40	
Allans, Rae & Co.....	Freight.....	15 95	
	[Carried forward	684 46	

STATEMENT of Expenditure on account of Dominion Steamers, etc.—
Continued.

		\$ cts.	\$ cts.
	Brought forward	684 46	.....
	<i>General Account.—Continued.</i>		
T. Berrigan	Clearing snow.....	80 00	
L. Bourget.....	Olive oil, groceries, provisions, &c.....	2,939 62	
A. H. Murphy.....	Coal, 286 tons, \$4.60.....	1,315 60	
Adam Watters.....	Prunes	10 35	
G. T. Phillips.....	Emery cloth.....	27 00	
Audet & Robitaille.....	On account of freight of 216 tons coal, \$332.64 ; oakum, pitch, &c., \$47.50	380 14	
A. Fraser & Co.....	Freight	4 76	
Intercolonial Coal Co.....	350 tons coal at \$1.80, \$630 ; on account of freight, \$12 96	642 96	
J. J. Foote.....	Subscription to Quebec <i>Morning Chronicle</i> , 2 copies, 1 year ; 1 copy, 2 years	18 00	
G. T. Cary	Subscription to Quebec <i>Mercury</i> , 1 year	6 00	
H. S. King & Co.....	do <i>Nautical Magazine</i>	5 08	
Edward Trout.....	do <i>Monetary Times</i>	4 00	
Dominion Telegraph Co.....	Telegrams	26 65	
Montreal do	do	176 43	
D. Maybee.....	Freight of 134 tons of coal, at \$1.50 per ton.....	201 00	
Walker, Miles & Co.....	Atlas of the Dominion	20 00	
J. & W. Reid	Paper bags and paper.....	15 90	
O. Piamondon.....	Duty on lubricating oil.....	14 03	
F. X. Toussant.....	Egg powder.....	6 00	
P. Oondé.....	12 cords wood at \$2.80.....	33 60	
O. Cyrien	Preserved meats	6 60	
M. Paradis.....	Butter, 183 lbs. at 10c.....	30 50	
E. Chanteloup.....	Buttons.....	46 75	
T. Routier.....	Paid wages coaling and sawing wood	179 76	
Drum Manufacturing Co.....	Sawing timber.....	19 90	
E. Borland.....	Use of coal tubs.....	5 00	
D. Davidson.....	Oil waste.....	372 74	
J. Blais.....	Wintering pontoon.....	30 00	
J. B. Bolduc.....	Fish	12 00	
F. M. Dechene.....	Clothing, bedding and linen	431 04	
J. Barbeau.....	Repairing roofs, forge and carpenters' shops.....	16 00	
Acadia Coal Co.....	221 tons coal at \$2.25, \$497.25 ; less 5 p. c. \$24.86.....	472 39	
S. Bedard.....	Pipe, measures, repairs &c.....	46 40	
L. Leclerc.....	200 lbs. oakum at 8c., \$16 ; iron 72 lbs., \$1. 20.....	17 20	
	Total.....	.....	\$8,297 86
	<i>Steamer "Newfield."</i>		
Alfred Vail	Provisions.....	143 97	
Henry Cook.....	do	355 93	
William Wells.....	Tallow.....	5 95	
Edward Albro & Co	Hardware, rope, paint, oil, red lead, canvas, cot- ton, duck, &c.....	3,221 43	
J. Patterson.....	Iron door.....	75 24	
do	Cementing tank.....	3 00	
Fanny Wells.....	Washing	34 40	
W. & A. Nauffts.....	Provisions.....	482 93	
H. & W. Meagher.....	do	391 68	
W. A. Cook	Pilotage.....	14 00	
D. McArthur.....	Water	20 00	
Peter Judge.....	do	184 00	
T. Casey.....	Provisions.....	1,453 44	
J. B. Butler.....	Spars, oars, &c.....	111 49	
A. McKay	Iron, smoke stack and repairs to boiler, &c.....	410 48	
A. W. McNab.....	Joiner work.....	33 27	
Macdonald & Co.....	Repairs to machinery, &c.....	934 58	
T. J. Bentley.....	Oars.....	13 75	
	Carried forward.....	7,889 54	.....

STATEMENT of Expenditure on account of Dominion Steamers, etc.—
Continued.

		\$ cts.	\$ cts.
	Brought forward.....	7,889 54	
	<i>Steamer "Newfield."—Continued.</i>		
T. Walsh & Co.....	Painting and gilding.....	100 80	
A. G. ant & Co.....	Provisions.....	11 50	
E. Kerr.....	Anchor davits and repairing anchor.....	168 00	
A. & H. Creighton.....	Stationery, books, charts, &c.....	56 51	
O. & W. Anderson.....	Provisions.....	3,107 11	
J. J. Scriven & Son.....	Bread.....	90 72	
J. Findlay.....	Building and repairing boats.....	138 00	
T. Offen.....	Blocks and sheaves.....	56 92	
Griffin & Morris.....	Blacksmith work.....	224 37	
W. E. Gardner.....	Water.....	15 00	
Mackintosh & McInnes..	Lumber, &c.....	303 85	
Baxter Bros.....	Cushions.....	22 50	
O. Dwyer & Co.....	Lumber and trimming coal.....	21 20	
Leander Morris.....	Provisions.....	39 42	
Thos. Nettles.....	do.....	231 54	
Martin & Co.....	Patent anchor.....	528 87	
J. Harris.....	Washing.....	5 30	
Geo. Adams.....	Repairs to machinery, &c.....	769 48	
Mary McNeil.....	Ferriages.....	4 50	
Wallace & Balcom.....	Crockeryware, &c.....	139 72	
Forsyth & Co.....	Refitting medicine chest, &c.....	109 35	
J. B. Wilbur.....	Provisions.....	189 20	
J. Ead.....	Stanchions.....	5 00	
J. A. Stewart & Co.....	Tinware and repairs.....	193 72	
Logan, Lindsay & Co.....	Provisions.....	78 49	
Maxwell, Elliott & Bradley	Blacksmith account.....	10 47	
W. Cotter & Sons.....	Provisions.....	444 25	
Alexander Duff.....	Water.....	25 00	
Ellen Shea.....	Washing.....	10 70	
Henry O'Neill.....	Provisions.....	62 70	
B. McDermott.....	Trimming coal.....	9 60	
E. Ross.....	Oars.....	12 40	
J. P. Mott.....	Soap, tallow and soda.....	94 81	
J. S. McCookery.....	Stationery.....	2 15	
O. E. Harting.....	Plank.....	4 93	
Geo. Heberts.....	Conveyance of seamen to hospital.....	1 50	
J. N. Purdy.....	Sundry disbursements.....	52 91	
do.....	Paid carpenters, labor, &c., building pilot house..	192 50	
J. E. DeYoung.....	Ice.....	2 00	
M. Phelan.....	Wheeling and trimming coal.....	103 38	
J. Walker.....	Carpenter's work, lumber, &c.....	150 80	
Williams & Livermore.....	Condenser plugs.....	28 00	
P. Grant & Co.....	Bedding, table cloths, towels, oil-cloth, matting, &c.....	135 61	
Western Counties Rail- way.....	Freight boat.....	11 40	
G. Flowers & Son.....	Making and repairing sails.....	172 06	
J. Melvin.....	Water cask and coopering.....	4 00	
Intercolonial Coal Co.....	124 tons coal at \$1.80; trimming, 12c.....	238 08	
Jas. Kelly.....	Beef, &c.....	93 03	
Archibald & Co.....	Stove.....	20 77	
J. Overy.....	Freight, sails.....	2 58	
W. Ives.....	Trimming coal.....	28 00	
H. W. McMillan.....	Blacksmiths' work.....	4 25	
Dr. R. Stephen.....	Medical attendance on 3 injured seamen.....	4 00	
Chebucto Marine Railway Co.....	Slip hire.....	1,278 00	
H. S. A. Ormond.....	Cash to Capt. Purdy.....	25 00	
do.....	Pilotage, Quebec to Montreal.....	28 50	
do.....	Paid R. Nicholson for provisions, beef, &c.....	124 04	
J. W. Tobin.....	Travelling expenses.....	28 75	
P. McKenna.....	Timber.....	1 50	
J. W. Allan.....	Lumber.....	2 04	
	Carried forward.....	17,910 13	

STATEMENT of Expenditure on account of Dominion Steamers, etc.—
Continued.

		\$ cts.	\$ cts.
	Brought forward.....	17,910 13	.....
	<i>Steamer "Newfield."—Continued.</i>		
S. Wilson	Blacksmith work	227 78	
T. McAvity & Sons.....	Cotton waste.....	12 20	
do	Vacuum and steam gauges.....	40 00	
G. Rent	Tinsmith and plumber's supplies, &c.	103 35	
Hamilton & McQueen	Uniforms.....	170 80	
T. Mumford & Sons.....	Wooden knees.....	15 00	
J. O. Merlin	Lumber.....	14 56	
Brackett & Duffy	Fish	78 60	
J. Walsh	Caulking.....	2 50	
E. Warner	Truckages and ferriages.....	1 50	
W. Roche, jun.....	48½ tons coal at \$3 50	169 75	
Acadia Coal Co.....	271½ tons coals at \$2.25	\$611 68	
	Less 5 per cent.....	30 59	
		581 09	
J. U. Gregory.....	Disbursements, Quebec	306 13	
Moir, Son & Co	Bread	213 89	
E. Chanteloup.....	Lamp and buttons.....	10 68	
Wm. Stairs, Son & Mor-			
row	Canvas	126 32	
W. Jack	Freight of supplies.....	3 31	
Jas. Hunter	Lamps	3 00	
Edward Young.....	Ship carpenter's work	546 10	
R. H. Cogswell	Sextant, clock, &c	72 00	
W. & J. Glendenning	Ice	22 00	
R. Tufts	Labour at ballast	54 10	
J. Heffer.....	do	10 80	
Wier Bros. & Co.	Hardware, brass and copper, olive oil, &c	358 64	
Starr Manufacturing Co.	Silver-plating and polishing.....	7 25	
A. Stephen & Son	Repairing cabin furniture.....	20 40	
Dr. E. Farrill.....	Attendance on seamen	5 00	
M. F. Eagar	Refitting medicine chest	45 29	
Buzzell et fils.....	Washing.....	30 84	
J. Rodgers & Co	Blacksmith's work.....	26 40	
T. Moreash	do	16 13	
H. H. Fuller & Co.	Red lead and boiled oil	35 75	
A. McDonald.....	Survey and report on tanks.....	10 00	
Chipman Bros.....	Paint, white and red lead, waste, oakum, &c.....	567 16	
H. M. Customs.....	Duty on leak stoppers	30 70	
S. Ounard & Co.....	Freight on leak stoppers.....	8 17	
do	Copper paint.....	49 28	
A. Warner.....	Ferriages.....	2 55	
J. Thoming.....	Professional services respecting arming steamer ...	10 00	
J. W. Wood	Leak stoppers.....	176 41	
W. McFatrige	Iron blocks.....	6 00	
W. & O. Silver.....	Cabin outfits.....	110 39	
D. McPherson	Fittings for guns.....	432 74	
H. W. Johnston.....	Wages of crew	11,852 05	
Lawson, Harrington & Co	Towages	15 00	
do	Oil	192 19	
			34,701 93
	Less—Refund paid Receiver-General for expenses of steamer to France with articles for the Exhibition and return..	11,311 73	
	do do Capt. Purdy.....	159 44	
			11,471 17
	Total.....		23,230 76
	<i>Steamer "Glendon."</i>		
Peter Judge	Water.....	93 80	
D. M. Browne	Pilotage.....	5 60	
	Carried forward	98 80	

STATEMENT of Expenditure on account of Dominion Steamers, etc.—
Continued.

	Brought forward.....	\$ cts. 98 80	\$ cts.
<i>Steamer "Glendon."—Continued.</i>			
do	Paid medical attendance on Engineer.....	15 00	
do	Disbursements.....	197 84	
J. Patterson.....	Water tank and repairs.....	59 46	
Killam Bros.....	Provisions.....	25 92	
J. E. Butler.....	Spars, oars, fenders.....	71 75	
J. Melvin.....	Dockage.....	14 00	
do	Harness, casks, buckets, tubs.....	28 00	
Thomas Offen.....	Blocks, sheaves.....	46 81	
Griffin & Norris.....	Blacksmith work.....	228 27	
Henry Cook.....	Provisions.....	167 63	
W. McFatridge.....	Rope.....	10 40	
John Ead.....	Provisions.....	42 23	
J. J. Scrivin.....	Bread.....	11 25	
Charles Neal.....	Washing.....	2 70	
do	Labor on board.....	23 50	
J. Jodry.....	Carpenter's work.....	56 00	
D. Murray & Co.....	Bedding and table cloths.....	96 65	
A. McKay.....	Salometer and thermometer.....	10 00	
M. Phelan.....	Wheeling and trimming coal.....	82 43	
Martin & Co.....	Patent anchor.....	330 04	
Ellen Doyle.....	Washing.....	14 60	
H. H. Fuller & Co.....	Hardware, &c.....	116 38	
Wallace & Balcom.....	Crockeryware and cabin furniture.....	139 06	
J. A. Stewart & Co.....	Tinsmith's supplies, and repairs.....	83 23	
Warner & Harrison.....	Painting.....	101 90	
Lawson, Harrington & Co.....	Towages.....	44 00	
do	Oil.....	12 90	
J. Hefner.....	Ballast.....	7 60	
Mackintosh & McInnis.....	Lumber.....	10 72	
J. P. Mott.....	Tallow and soap.....	28 50	
A. Stephen & Son.....	Cabin furniture.....	30 40	
H. & W. Meagher.....	Provisions.....	54 20	
W. Cook.....	Pilotage.....	10 00	
D. McLean.....	do	13 00	
Fred. Meyer.....	Provisions.....	4 50	
J. Parker.....	do	16 00	
Intercolonial Coal Co.....	91 tons coal at \$1.80 and screening, 12c.....	174 72	
Mary Petitpas.....	Provisions.....	21 14	
T. J. Bentley.....	Spars.....	7 20	
Chebucto Marine Railway Co.....	Slip hire.....	221 43	
W. Boak & Son.....	Dockage.....	43 50	
C. & W. Anderson.....	Provisions.....	1,724 20	
L. Wilson.....	Blacksmith work.....	158 91	
Buzzell et Fils.....	Washing.....	16 88	
A. & H. Creighton.....	Logbook, charts, &c.....	5 63	
Brckett & Duffy.....	Fresh fish.....	75 90	
J. O'Connor.....	Anchor.....	45 22	
Moir & Co.....	Bread.....	187 46	
A. Hutchinson.....	Ice.....	5 25	
Black, Bros. & Co.....	Ensign.....	20 00	
J. Starrs.....	Tallow, block, &c.....	48 72	
F. Young.....	Shipcarpenter's work.....	235 18	
do	Fitting for guns.....	485 25	
James Hunter.....	Lamps.....	16 50	
J. C. Morrison.....	Repairing boiler.....	22 50	
R. H. Cogswell.....	Clock and compass.....	17 00	
J. Hogan & Sons.....	Lumber.....	11 72	
J. Findlay.....	Building and repairing boats.....	96 00	
W. & C. Silver.....	Floor cloth, &c.....	78 21	
James Scott.....	Provisions.....	83 26	
Carried forward.....		6,107 45	.....

STATEMENT of Expenditure on account of Dominion Steamers, etc.—
Continued.

	Brought forward	\$	cts.	\$	cts.
		6,107	45		
<i>Steamer "Glendon."—Continued.</i>					
Edw. Walsh	Cutting glass.....	1	20		
Wm. Roche, jun.....	Coals, 20 tons at \$3.50, \$70; 27 tons at \$3.75, \$101.25; 1 ton at \$5.50; truckage, 50c.....	177	25		
M. F. Eagar.....	Medicines.....	6	65		
C. Woolough.....	Provisions.....	25	20		
J. C. Wilson.....	Stove linings.....	4	45		
Weir Bros. & Co.....	Hardware, olive oil, &c.....	167	17		
Burrell & Cann.....	Provisions.....	41	34		
T. Moreash.....	Blacksmith work.....	4	45		
G. Flowers & Son.....	Altering sails.....	34	68		
J. C. Morris.....	Medical expenses and board.....	54	25		
H. Moseley.....	Boat timbers and knees.....	13	00		
Chipman Bros.....	Paint, waste and tallow.....	45	94		
Pickford & Black.....	Copper paint.....	84	00		
Geo. Rent.....	Kettles for galley.....	6	80		
E. Moseley.....	Copper paint.....	42	00		
George Adams.....	Machinist's repairs and supplies.....	145	93		
Thomas Nettles.....	Provisions.....	47	71		
Baxter Bros.....	Table.....	5	00		
Thomas Casey.....	Provisions.....	893	79		
W. & A. Naufta.....	do.....	218	80		
E. Albro & Co.....	Hardware, paint, boiled oil, wire rope, &c.....	736	59		
H. W. Johnston.....	Wages of officers and crew.....	5,407	89		
	Total.....			\$14,271	54
<i>Steamer "Lady Head."</i>					
P. Grant & Co.....	Towels, table cloths, &c.....	33	25		
J. A. Stewart & Co.....	Tinsmiths' supplies, repairs.....	45	07		
R. H. Cogswell.....	Repairing clock.....	3	00		
Macdonald & Co.....	Copper and brass smiths' repairs, supplies.....	78	35		
Intercolonial Railway.....	Tickets for officers and crew for Quebec.....	151	80		
M. Phelan.....	Wheeling and trimming coal.....	43	09		
J. Patterson.....	Repairing boiler.....	340	13		
Thos. Cusey.....	Provisions.....	373	79		
Mary Doyle.....	Washing.....	6	60		
Mary Voluse.....	Washing and cleaning cabin.....	8	00		
J. Coughlan.....	Labor.....	9	00		
E. Albro & Co.....	Hardware, &c.....	206	61		
Warner Harrison.....	Painting.....	70	31		
Fred Meyer.....	Provisions.....	10	40		
C. & W. Anderson.....	do.....	538	93		
Lawson, Harrington & Co.....	Towages.....	8	00		
Henry Cook.....	Provisions.....	29	60		
W. & A. Naufta.....	do.....	79	55		
Wm. Roche, jun.....	Coals.....	318	37		
H. W. Johnston.....	Wages of officers and crew.....	1,352	60		
P. Judge.....	Water.....	20	80		
Chebucto Marine Railway Co.....	Slip hire.....	309	93		
A. N. Whitman.....	Provisions.....	17	55		
S. Cunard & Co.....	Composition paint.....	259	39		
Mary Pettipas.....	Provisions.....	6	30		
Chas. Neal.....	Labor on board.....	42	75		
Buzzell et Fils.....	Washing.....	10	12		
W. H. Tully.....	Timber.....	1	56		
A. McKay.....	Repairs to iron work.....	3	44		
J. Hogan & Son.....	Wood.....	2	00		
E. Warner.....	Labor repairing boiler.....	146	37		
	Carried forward.....	4,526	66		

STATEMENT of Expenditure on account of Dominion Steamers, etc.—
Continued.

		\$ cts.	\$ cts.
	Brought forward.....	4,526 66	
	<i>Steamer "Lady Head."—Continued.</i>		
Wallace & Balcom.....	Crockery and glassware.....	168 45	
Moir, Son & Co.....	Bread.....	48 04	
G. Adams.....	Repairs to machinery.....	187 94	
Brackett & Duffy.....	Fish.....	5 90	
Delta, Torrie & Co.....	Collar crowns.....	3 00	
Chipman Bros.....	White lead.....	6 75	
J. Hunter.....	Repairs to rowlocks, &c.....	2 75	
A. Hutchinson.....	Ice.....	2 00	
A. V. Precourt.....	Subsistence of crew on arrival from Quebec.....	3 50	
W. Stairs, Son & Morrow.....	Ensign.....	10 00	
J. Davison.....	Lumber.....	5 52	
B. Godkin.....	Cap badges.....	7 00	
J. E. Butler.....	Boat hook staves.....	2 40	
H. H. Fuller & Co.....	Hardware, paint, rope, boiled oil, &c.....	343 84	
Intercolonial Coal Co.....	112 tons coal at \$1.80.....	201 60	
	Total.....		5,525 35

NOTE.—This steamer was employed in services usually done by the steamer "Newfield" while the last named vessel was on a voyage to France with Canada's contribution to Paris Exposition.

	<i>Steamer "Sir James Douglas."</i>		
Capt. J. Devereux.....	12 months' salary as Captain.....	1,399 92	
Jas. Cooper.....	12 do wages of officers and crew.....	4,991 18	
Dunsmuir, Diggle & Co.....	491½ tons coal at \$4.50.....	2,211 75	
H. Saunders.....	Groceries and provisions.....	1,440 66	
J. J. Robinson.....	Lumber, &c.....	83 52	
Sam Chung.....	Washing.....	12 06	
Jos. Spratt.....	Ironwork.....	295 97	
Jos. Akenhead.....	Beef and groceries.....	26 42	
Victoria Water Works.....	12 months' water rate.....	30 00	
M. Muir.....	27 galls. dog fish oil at 62½c.....	16 87	
Jno. Holden.....	Blacksmiths' work.....	30 25	
Henry Elliott.....	8 cords firewood at \$3.37½.....	27 00	
H. W. Doscher.....	Washing.....	44 99	
W. B. Townsend.....	Beef and vegetables at New Westminster.....	38 86	
Jas. Cunningham.....	10 galls. nut oil.....	15 00	
Jno. Murray.....	Copper magazine.....	4 00	
Henry Short.....	Ammunition.....	15 00	
E. B. Marvin.....	Paint, rubber hose, nut oil, brushes, cotton waste, &c.....	242 89	
Langley & Co.....	Nut and fish oil, paint, white lead, &c.....	119 80	
G. Hardisty.....	Freight per "Enterprise".....	2 50	
P. McQuade & Son.....	Anchor, metal, canvas, waste, paint, oil, packing, &c.....	439 28	
Fell & Co.....	Provisions.....	315 64	
A. & W. Wilson.....	Plumber's materials and repairs.....	71 37	
Capt. J. Devereaux.....	Paid for wood and provisions.....	13 84	
do.....	Paid port charges at Port Townsend for conveyance of mails.....	135 00	
W. P. Sayward.....	Lumber.....	8 88	
T. N. Hibben & Co.....	Stationery.....	17 63	
S. L. Kelly & Co.....	Coppersmith's repairs.....	4 88	
Amador Molina.....	Boarding crew, 10 men, 16 to 31st March, 1878, 160 days at 60c.....	96 00	
Grancini & Co.....	Tin and earthenware.....	15 47	
	Carried forward.....	12,166 63	

STATEMENT of Expenditure on account of Dominion Steamers, etc.—
Concluded.

		\$ cts.	\$ cts
	Brought forward.....	12,166 63	.....
	<i>Steamer "Sir James Douglas."—Continued.</i>		
Jamerson & Ross.....	Provisions.....	435 67	
L. H. Wilton.....	Repairing and making sails.....	43 50	
H. J. Cook.....	Repairing damages caused by collision.....	20 00	
Hudson Bay Co.....	20 lbs. patent rubber at \$1.75.....	35 00	
		12,700 80	
	Less—Refund amount received from the Department of Public Works towards expenses incurred by steamer whilst on telegraph service.....	507 40	
	Total.....		12,193 40

RECAPITULATION.

Steamer "Napoleon III".....	\$22,272 59
do "Druid".....	12,112 65
General Account Steamers, "Napoleon III" and "Druid".....	8,297 86
Steamer "Newfield".....	23,230 76
do "Glendon".....	14,271 54
do "Lady Head".....	5,525 35
do "Sir James Douglas".....	12,193 40
Total.....	97,904 05

WM. SMITH,
Deputy Minister of Marine and Fisheries

JOHN TILTON,
Accountant.

APPENDIX No. 16.

STATEMENT of Expenditure on account of Steamboat Inspection for the
Fiscal Year ended 30th June, 1878.

		\$	cts.	\$	cts.
Samuel Risley	12 months' salary as Chairman of Board and Inspector, Toronto	\$1,764	00		
do	Superannuation tax.....	36	00		
				1,800	00
Wm. M. Smith.....	12 months' salary as Deputy Chairman of Board and Inspector, St. John, N. B.	1,372	00		
do	Superannuation tax.....	28	00		
				1,400	00
W. J. Meneilly.....	12 months' salary as Inspector, Toronto...	1,176	00		
do	Superannuation tax.....	24	00		
				1,200	00
John Burgess	12 months' salary as Inspector, Montreal.	1,176	00		
do	Superannuation tax.....	24	00		
				1,200	00
F. X. Befort	12 months' salary as Inspector, Three Rivers	980	00		
do	Superannuation tax.....	20	00		
				1,000	00
Jos. Sampson.....	12 months' salary as Inspector, Quebec..	980	00		
do	Superannuation tax	20	00		
				1,000	00
Jos. Taylor.....	12 months' salary as Inspector, Kingston	980	00		
do	Superannuation tax.....	20	00		
				1,000	00
Thos. Westgarth.....	12 months' salary as Inspector, British Columbia ...	750	00		
E. R. Abell.....	Salary from 2nd February, 1877, to 30th June, 1878.	141	39		
S. Risley	Travelling and office expenses	1,042	45		
Wm. M. Smith.....	do do	842	92		
W. J. Meneilly.....	do do	349	65		
John Burgess.....	do do	243	43		
F. X. Befort	do do	109	68		
Jos. Samson	do do	42	80		
Jos. Taylor.....	do do	222	61		
Thos. Westgarth.....	do do	335	39		
E. R. Abell.....	do do	88	30		
Tees Bros.	Letter box in post office.....	5	00		
J. Dougall & Son ...	Advertising notice of annual meeting of Inspectors.	4	50		
Le National.....	do do	4	00		
Jas. Gowans.....	Professional services in re owners Steamer "Cham- pion"	133	66		
Montreal Harbour Com- missioners	Rent of Inspector's Office, fifteen months, to 1st February, 1878	312	50		
	Total			13,228	28
	<i>Receipts.</i>				
	Tonnage dues collected by Customs Department...	9,323	25		
	Fees from examination of Engineers	3,108	00		
				12,431	25

JOHN TILTON,
Accountant.WM. SMITH,
Deputy Minister of Marine and Fisheries

APPENDIX No. 17.

STATEMENT of Expenditure in connection with Examination of Masters and Mates, for the Fiscal Year ended 30th June, 1878.

		\$ cts.	\$ cts.
S. Weatherbee.....	Legal services in case <i>vs.</i> Capt. Nelson	25 00	
A. Scott	12 months' salary as Chairman of Board.....	1,764 00	
do	Disbursements account, St. John office.....	10 09	
do	Travelling expenses.....	697 96	
M. Browne..	12 months' salary as Clerk	888 00	
A. Beatson	Map	2 00	
Hamberlain Manufac-			
turing Company	Stamp	2 50	
& W. Mackinlay	Stationery.....	48 47	
Fraser.....	Box for papers and books	6 00	
Murray & Co	Office towels	1 75	
Receiver-General	Superannuation tax on P. A. Scott's salary.....	34 00	
do	do D. M. Browne's salary.....	12 00	
George A. Mackenzie.....	Examination fees.....	100 00	
David Hunter	do	100 00	
Joseph Prichard.....	do	88 00	
do	Travelling expenses.....	26 10	
W. Thomas.....	Examination fees.....	88 00	
do	do	40 00	
D. Ashe	do	20 00	
E. Bumhain & Co	Tables, etc., St. John office	30 80	
Gouldfield	Washing towels.....	4 00	
E. Morton & Co	Bookbinding, stationery, etc.....	24 99	
& H. Creighton	Tide tables, etc.....	20 75	
Maritime Lithographic			
Company	Lithographing charts.....	25 00	
ordon & Keith	Book shelves, and repairing book case....	7 00	
Annaand	Printing temporary certificates.....	18 50	
J. C. Seeton	Manuels, marine, examination.....	4 90	
Winnan Bros..	Paper rulers	3 85	
Stephen & Son.....	Bookcase and desk, St. John office.....	120 00	
Henry Lewis.....	Examination fees	8 00	
Thomas Killam.....	do	8 00	
Lordly & Son.....	Chairs and window shades, St. John office.....	19 00	
	Fees received from candidates for examination.....		4,249 76
			1,296 50

WM. SMITH,

Deputy Minister of Marine and Fisheries.

JOHN TILTON,

Accountant.

APPENDIX No. 18.

STATEMENT of Expenditure on account of Registry and Survey of Canadian Shipping, during the Fiscal Year ended 30th June, 1878.

		\$	cts.
W. B. Weir.....	On account of measurement of steamers	30	19
C. D. Edwards.....	Fire proof safe.....	225	4
H. St. A. Ormond.....	To pay freight of safe to Boston	13	7
H. A. Hood.....	do do from Boston to Yarmouth.....	59	75
do	Certificate for safe.....	2	50
American Lloyds.....	1 copy for 1878	14	7
Crown Agents of Colonies.....	To pay for shipping forms.....	8	53
W. Dawson & Sons.....	Subscription to <i>Shipping Gazette</i> to 31st December, 1877.....	38	20
Thos. F. Sime.....	do <i>Bureau Veritas</i> for 1878, £10 10s.	51	10
A. Mortimer	2 scrap books.....	4	10
Total.....		447	56

JOHN TILTON,
Accountant

WM SMITH,
Deputy Minister of Marine and Fisheries.

APPENDIX No. 19.

EXPENDITURE on account of Investigations into Wrecks and Casualties, for the Fiscal Year ended 30th June, 1878.

		\$	cts.
H. A. Hood.....	Reporting wrecks, Yarmouth, N.S., 28 at \$2.00.....	56	00
E. O'Brien.....	do Windsor, N.S., 20 at \$2.00.....	40	00
Jas. Barber.....	do St. John, N.B., 99 at \$2.00.....	198	00
J. J. Fox.....	do Magdalen Islands, 5 at \$2.00.....	10	00
Jas. M. Lent.....	do Tusket, 4 at \$2.00.....	8	00
D. Ferguson.....	do Chatham, N.B., 12 at \$2.00.....	24	00
E. D. Tremaine.....	do Port Hood, 13 at \$2.00.....	26	00
Geo. Collins.....	do Collingwood, 7 at \$2.00.....	14	00
Jas. Ross.....	do Margaree, C.B., 2 at 2.00.....	4	00
Capt. P. A. Scott.....	Expenses holding investigation into the wreck of "Emilio Barabino".....	100	00
Jas. Gowans.....	Professional services re collision of steamers "Manitoba" and "Coronet".....	20	00
	Total	500	00

WM. SMITH,
Deputy Minister of Marine and Fisheries.

JOHN TILTON,
Accountant.

APPENDIX No. 16.

STATEMENT of Expenditure on account of Steamboat Inspection for the
Fiscal Year ended 30th June, 1878.

		\$	cts.	\$	cts.
Samuel Risley	12 months' salary as Chairman of Board and Inspector, Toronto	\$1,764	00		
do	Superannuation tax	36	00		
				1,800	00
Wm. M. Smith	12 months' salary as Deputy Chairman of Board and Inspector, St. John, N. B.	1,372	00		
do	Superannuation tax	28	00		
				1,400	00
W. J. Meneilly	12 months' salary as Inspector, Toronto ..	1,176	00		
do	Superannuation tax	24	00		
				1,200	00
John Burgess	12 months' salary as Inspector, Montreal.	1,176	00		
do	Superannuation tax	24	00		
				1,200	00
F. X. Befort	12 months' salary as Inspector, Three Rivers	980	00		
do	Superannuation tax	20	00		
				1,000	00
Jos. Sampson	12 months' salary as Inspector, Quebec..	980	00		
do	Superannuation tax	20	00		
				1,000	00
Jos. Taylor	12 months' salary as Inspector, Kingston	980	00		
do	Superannuation tax	20	00		
				1,000	00
Thos. Westgarth	12 months' salary as Inspector, British Columbia ...	750	00		
E. R. Abell	Salary from 2nd February, 1877, to 30th June, 1878.	141	39		
S. Risley	Travelling and office expenses	1,042	45		
Wm. M. Smith	do do	842	92		
W. J. Meneilly	do do	349	65		
John Burgess	do do	243	43		
F. X. Befort	do do	109	68		
Jos. Samson	do do	42	80		
Jos. Taylor	do do	222	61		
Thos. Westgarth	do do	335	39		
E. R. Abell	do do	88	30		
Tees Bros.	Letter box in post office	5	09		
J. Dougall & Son ...	Advertising notice of annual meeting of Inspectors.	4	50		
Le National	do do do	4	00		
Jas. Gowans.	Professional services in re owners Steamer "Cham- pion"	133	66		
Montreal Harbour Com- missioners	Rent of Inspector's Office, fifteen months, to 1st February, 1878	312	50		
	Total ..			13,228	28
	<i>Receipts.</i>				
	Tonnage dues collected by Customs Department...	9,323	25		
	Fees from examination of Engineers	3,108	00		
				12,431	25

JOHN TILTON,
Accountant.WM. SMITH,
Deputy Minister of Marine and Fisheries

APPENDIX No. 21.

STATEMENT of Expenditure and Receipts on account of Water Police, Quebec and Harbour Police, Montreal, for the Fiscal Year ended 30th June, 1878.

Quebec.		
R. H. Russell	11 months' salary as Chief of Police and Shipping Master.....	1,078 00
Benj. Trudel	1 do do do	98 00
W. Miller.....	12 do as Clerk to Chief of Police and Shipping Master.	979 92
J. U. Gregory.....	Pay-list of men.....	14,723 21
do	do for good conduct, 43 men, 8,657 days at 10 cts	865 70
Receiver-General	Superannuation on salaries of Chief R. H. Russell, \$22; and Clerk, \$20	42 00
J. M. Tardivel	Painting, glass, putty, &c.....	37 00
T. Routier	Pay-list of carpenters and smiths, repairing steamer, boiler and machinery of old steamer.....	177 87
do	Pay-list of carpenters and smiths, &c., fitting up new steamer, boiler and machinery.....	698 44
J. Fuchs.....	Making clothing.....	130 75
L. Arel	Tallow and ice	111 16
Mullins & Stephens.....	14 days' watching in November and December.....	14 00
F. O. Vallerand.....	Wicks and chimneys.....	8 05
R. Blakiston	Flags and sails	19 00
L'Asile du Bon Pasteur.....	Crowns and anchors.....	30 00
O. & W. Wurtele.....	Iron	3 90
Dawson & Co.....	Stationery.....	57 35
J. Boivin.....	Hardware, paint, oil and turpentine.....	123 83
Wm. Lee.....	Making and trimming pants and overcoats	168 00
T. Berrigan.....	Clearing snow, \$80; conveyance of prisoners, \$389	469 00
Mrs. Fitzgibbons.....	Making life preservers	4 00
G. T. Phillips	Gun metal, brass and copper work to steamer.....	119 92
E. Chanteloup.....	Buttons, tube expander, &c.....	90 75
A. H. Murphy	Coals, 15 chaldrons, at \$7.50.....	112 50
Hunt, Brock & Co.....	Corkwood.....	4 32
Audet & Robitaille.....	Rope, canvas, bunting, oil, &c.....	199 93
Duquet & Co.....	Clock.....	5 00
J. Vaudry	Canvas	4 88
P. Perron	18 cords of wood, at \$3.30.....	59 40
Wm. Watson.....	Awning	27 16
R. H. Russell.....	Paid for bread and calash hire	143 22
do	Paid for uniform for self, \$55; 45 pairs of boots at \$3, \$135	190 00
Jas. Cunningham.....	Making 156 shirts, \$39; cartage, \$4.90	43 90
do	Repairing prison van, boats, and taking out steamers boiler	183 80
A. Grant	Groceries	6 65
H. Quinn	Wintering steamer.....	12 45
J. M. Tardiff	Spar	3 00
L. Bourget.....	Olive and coal oil, waste, soap	20 40
G. T. Cary.....	12 months' subscription to daily <i>Evening Mercury</i> , to 31st December, 1877.....	6 00
O. L. Richardson.....	Leather.....	2 15
N. Fitzhenry.....	Lumber, coal and olive oil, paint, hardware, white lead, waste, &c	243 90
Carried forward		21,318 51

**STATEMENT of Expenditure and Receipts on account of Water Police,
Quebec, and Harbour Police, Montreal, etc.—Continued.**

		\$ cts.	\$ cts.
	Brought forward	21,318 51	
	<i>Quebec.—Continued.</i>		
S. J. Shaw & Co.....	Hardware	134 57	
G. R. Renfrew & Co.....	Caps.	93 50	
M. Whalen.....	Repairing clothing.....	16 40	
Mrs. Doyle.....	do	24 50	
Jno Taggart.....	Repairing water pipes.....	4 50	
Wm. Barbour.....	Paid labour taking out old boiler from steamer.....	16 60	
S. Bédard.....	Lantern, piping and repairs.....	17 00	
H. S. Scott & Co.....	Iron plates and flanges for new steamer.....	187 70	
Achille Pouliot.....	Contract for building and painting hull of new steamer.....	460 00	
Jno Battle.....	Cleaning hats.....	15 40	
Archer & Co.....	Pine	13 00	
J. Marman.....	Cartage	8 20	
Michael Mabedy.....	Ash oars, boat hook handles, &c.....	37 50	
J. J. Foote.....	12 months' subscription to <i>Morning Chronicle</i> , to 31st December, 1877	6 00	
A. Learmonth & Co.....	Boring boiler tube plates	14 00	
Wm. Hackett.....	Towage	5 00	
Good Shepherd Asylum.....	Badges	42 00	
Ryan & Keraghan.....	Plumbing and repairs.....	78 95	
G. Belanger.....	One pair of boots	3 00	
Dr. Jennings.....	Medical attendance on three policemen.....	3 00	
Str. "Aurelia".....	Towage of police landing pontoon from Blais Boom to Government wharf	8 00	
G. Bisset.....	Repairs to machinery of steamer.....	119 47	
C. H. E. Cherrier.....	Quebec Directory.....	3 00	
F. M. Dechene.....	Clothing.....	858 00	
B. Trudel.....	Paid for cleaning office, \$5.26; two pairs boots, \$6.....	11 26	
	Total.....		23,498 06
	<i>Montreal.</i>		
H. St. A. Ormond.....	12 months' salary as Inspect of Police, 365 days at \$2 50.....	912 50	
John McLaughlin.....	6 months' salary as Chief of Police, 184 days at \$3.....	552 00	
Geo. Murphy	Salary as Chief from 10th April to 30th June, 1878, 82 days at \$3.....	246 00	
H. St. A. Ormond.....	Pay-list of men from 1st July, 1877, to 30th June, 1878.....	9,495 00	
John McLaughlin.....	Paid for conveyance of prisoners, petty disbursements, &c., to 31st December, 1877.....	59 68	
do	Paid for meals furnished destitute men, cleaning cells, &c., to 31st December, 1877.....	83 93	
H. St. A. Ormond.....	Paid for snow shovels, telegrams, postages, brooms, &c.	21 94	
Ann McDonald.....	Cleaning station.....	14 75	
M. McGrath.....	do cells, &c.....	12 00	
Mary Goulding.....	Meals to destitute men, at 12c.....	7 01	
Denoon, Drake & Dods.....	Paint, oil, turpentine, glass, brushes, &c.....	34 45	
J. G. Witt & Bro.....	Spencer rifles, revolvers, cartridges, batons, &c.....	89 43	
Tod & Heritage.....	Lettering signs.....	7 00	
W. Drysdale & Co.....	Postage stamps and stationery	27 43	
Jas. T. Nurse.....	Making carpet.....	2 62	
Dawson Bros.....	Stationery.....	8 80	
P. S. Ross & Bros.....	Hardware and bunting.....	2 45	
Montreal Herald Co.....	12 months' subscription (2 copies), \$12; printing, \$9.40.....	21 40	
G. Glassford.....	Three pairs nippers	4 50	
New York Maritime Register.....	Half year's subscription	7 50	
	Carried forward.....	11,610 39	

**STATEMENT of Expenditure and Receipts on account of Water Police,
Quebec, and Harbour Police, Montreal, etc.—Continued.**

		\$ cts.	\$ cts.
	Brought forward.....	11,610 39	
	<i>Montreal.—Continued.</i>		
Robt. Irwin.....	Waist belts and pistol holsters, &c.....	14 00	
G. Armstrong & Co.	Repairing stretcher.....	5 75	
Tate & Covernton.	Two chamois skins.....	1 50	
M. Beck.....	Earthenware.....	0 70	
G. & J. Esplin.....	Lumber.....	4 38	
McGibbon & Baird.....	Brushes, blacklead, &c.....	2 95	
John Parslow.....	Stationery and printing.....	22 35	
Jas. Brown & Bros.....	Hardware.....	43 93	
Wm. Farquharson.....	Summer clothing, \$828 30; winter clothing, \$499..	1,327 30	
Thos. May & Co.....	Summer hats.....	16 25	
Smardon & Co.....	19 pairs boots, at \$3.50.....	66 50	
Fish, Shepherd & Co.....	Creton cloth for arms rack.....	10 84	
J. D. L. Ambrose.....	Chloride of lime.....	8 15	
Major Pope.....	Ammunition and cartage.....	9 36	
New City Gas Co.	Gas.....	96 24	
L. H. Heneault.....	Ice.....	5 00	
Prowse Bros.....	Repairing filter, &c.....	1 35	
J. Madden.....	Pants.....	4 90	
J. U. Gregory.....	To pay for flag.....	42 30	
T. J. Claxton & Co.	Carpeting, \$15.20; gloves, \$16.56.....	31 76	
C. Garth & Co.....	Gas fixtures, piping and labour.....	46 45	
A. R. Browne.....	One ton coal.....	6 50	
Montreal Harbour Com- missioners.....	Nine months' rent of premises occupied by Mon- treal Water Police, to 1st February, 1878.....	375 00	
J. L. Cassidy & Co.....	Earthenware.....	4 25	
Warrington & Philbin.....	Plumber's repairs.....	33 30	
John Wilson.....	Boots for supernumeraries, ammunition, fire- wood, &c.....	41 36	
Geo. Carpenter.....	Instruction in ball practice to men.....	4 00	
Chas. Marks.....	Marking at butts.....	1 50	
Hauesgen & Gnaedinger.....	Mitts.....	29 50	
E. J. Maxwell & Co.....	Lumber.....	21 72	
John McDonald.....	Repairing iron bedstead, stretcher, &c.....	2 85	
J. D. Anderson.....	Buttons.....	1 35	
B. Holbrook.....	Paid for stamps, telegrams, conveying prisoners, &c.....	17 41	
do.....	Paid for creton, covering arms, swords, &c.....	9 03	
J. J. Foote.....	12 months' subscription, to 1st January, 1879, to <i>Quebec Morning Chronicle</i>	6 00	
Jas. Sutherland.....	Stationery.....	1 40	
Montreal Post Office.....	Rent of box.....	3 00	
Owens Bros. & Co.....	Two tons coal.....	12 00	
R. Miller.....	Blank books, &c.....	3 55	
B. K. Deacons.....	Official signs.....	1 80	
E. Chanteloup.....	Nickelplating, buttons, lanterns, &c.....	24 38	
N. Lefebvre.....	Repairing clock.....	1 60	
D. & J. Sadler & Co.	Cross for bible.....	1 25	
J. R. Harper & Co.....	Badge.....	5 00	
R. Sandilands.....	100 postal cards.....	1 00	
John Fox.....	Straw.....	2 70	
W. F. Mewhort.....	Elastic bands.....	1 88	
Morton & Co.....	Stationery.....	1 60	
P. Ross.....	Bunting.....	0 30	
M. Bergen.....	Making and trimming coats and vests.....	74 25	
Legget & Johnston.....	Boots, 8 pairs at \$4, \$32; 44 pairs at \$3, \$132.....	164 00	
Lorge & Co.....	Caps.....	61 25	
Wm. Samuel.....	Brazilian hats, 4 at \$1.25 and 21 at \$1.....	26 00	
F. M. Dechene.....	79½ yards blue serge at \$2.....	159 50	
H. St. A. Ormond.....	To pay for uniform supplied Chief of Police.....	117 50	
	Carried forward.....		14,589 08

**STATEMENT of Expenditure and Receipts on account of Water Police,
Quebec, and Harbour Police, Montreal, etc.—*Concluded.***

	Brought forward.....	\$ cts.	\$ cts.
			14,589 08
	<i>Montreal—Continued.</i>		
	Refund to Receiver General—Amount paid by Public Works Department for guarding flour stores, Lachine Canal.....		527 00
	Total.....		14,062 08
	Total expenditure—Quebec.....	23,498 06	
	do Montreal.....	14,062 08	
			37,560 14
	Receipts at Port of Quebec.....	21,258 90	
	do Montreal.....	5,444 43	
			26,702 43
	Excess of expenditure over Receipts ...		\$10,857 71

WM, SMITH,
Deputy Minister of Marine and Fisheries.

JOHN TILTON,
Accountant.

APPENDIX No. 22.

STATEMENT of Expenditure on account of Quebec Observatory, for the
Fiscal Year ended 30th June, 1878.

		\$	cts.
E. D. Ashe.....	12 months' salary as Director	\$1,374	72
do	Superannuation tax.....	28	00
		1,402	72
Thos. Heatley.....	12 months' salary as Assistant Director.....	575	00
do	Paid for labor, etc.....	17	50
Dawson & Co	Stationery.....	26	00
David Kerr	Glass and glazing.....	15	82
Hatch Bros	Work and repairs at Observatory.....	51	70
Thos. Andrews	Plumber's work at do	15	00
J. H. Clint	Lumber.....	4	80
Canadian Express Co.....	Freight and charges.....	1	65
W. F. Lemesurier.....	Cord wood	30	00
A. Kane.....	Hardware.....	15	00
L. Fiset	Repairing road.....	8	00
Robt. Borland	Coal.....	10	00
F. O. Vallerand.....	Coal oil, chimneys, wicks, burners, etc.....	42	10
J. J. Foote.....	Advertising in <i>Quebec Morning Chronicle</i>	10	00
Quebec Water Works.....	12 months' water rate, to 1st May, 1878.....	40	00
P. Poulin.....	Chronometer, clocks, etc.....	17	00
Sampson Bros.....	Machinists repairs.....	25	00
Jno. Musson & Co	Olive oil, chloride of lime, etc	5	45
W. Crawford & Sons.....	Coal.....	10	00
E. D. Ashe	Postages, and sundry disbursements.....	77	20
	Total	2,400	00

WM. SMITH,

*Deputy Minister of Marine and Fisheries.*JOHN TILTON,
Accountant.

APPENDIX No. 23.

STATEMENT of Expenditure on account of the Observatory, St. John, N.B.,
for the Fiscal Year ended 30th June, 1878.

		\$	cts.
G. Hutchinson.....	On account of salary as Director.....	482	97
J. B. Longley.....	7 months' salary as Keeper of Time Ball.....	282	24
Receiver General.....	6 do superannuation tax on Director's salary.....	3	14
R. Barbour.....	Glazing.....	3	65
Allan Bros.....	Ball frame.....	3	80
Robt. Leonard.....	Making ball.....	8	00
D. Macnee & Sons.....	Code signals.....	29	10
Wm. Thompson.....	Freight on Code signals.....	8	00
J. H. Harding.....	Paid duty and cartage on Code signals.....	5	48
D. V. Roberts.....	Signal book.....	5	00
T. McAvity & Sons.....	Lantern.....	1	62
Wm. Lewis.....	Blacksmith's work.....	15	00
J. B. Longley.....	Paid for placing halyards.....	2	00
	Total.....	850	00

WM. SMITH,
Deputy Minister of Marine and Fisheries.

JOHN TILTON,
Accountant.

APPENDIX No. 24.

STATEMENT of Expenditure on account of McGill University Observatory,
Montreal, for the Fiscal Year ended 30th June, 1878.

		\$	cts
W. C. Baynes, Secretary	Annual grant.....	500	00

WM. SMITH,
Deputy Minister of Marine and Fisheries

JOHN TILTON,
Accountant.

APPENDIX No. 25.

STATEMENT of Expenditure on account of Magnetic Observatory, Toronto,
for Fiscal Year ended 30th June, 1878.

		\$ cts.	\$ cts.
G. T. Kingston.....	12 months' salary as Director	1,999 20	
Thos. Menzies	do Observer.....	533 28	
W. A. Stewart	do do	533 28	
W. F. Davidson.....	do do	533 28	
Receiver-General.....	Superannuation tax on above salaries.....	61 05	
J. Merryfield.....	12 months' salary as Messenger.....	300 00	
A. Kleiser.....	Repairing chronometer and anemometer.....	7 00	
R. H. Scott.....	Magnet and fittings, (£5 6s. 11d.).....	26 89	
E. Hooper & Co.....	Chemicals	37 88	
Consumers Gas Co.....	Gas account from 28th June, 1877, to 31st March, 1878	145 80	
Hugh Payne.....	Assisting in photography	12 00	
T. Downey	Lumber	27 19	
W. Menzies	Carpenter's work.....	8 00	
D. S. Keith & Co.	Plumbing work	2 00	
H. T. Smith	Repairs to pump.....	2 40	
H. Tollis	Water-tank	11 10	
J. McLellan	Removing night-soil.....	20 00	
Western Insurance Co ..	Premium on insurance	40 00	
G. T. Kingston	Petty cash disbursements	6 41	
McComb & Walker.....	Shingling Observer's residence.....	150 00	
J. Myles.....	Cordwood	94 50	
W. H. Hughes.....	Repairs to chimney.....	4 42	
Crone, Patton & Co.....	Ladder.....	4 50	
J. Young	Instruments.....	20 00	
— Davidson.....	Binding register.....	4 50	
— Bywater.....	Repairs to Observer's houses.....	215 56	
	Total		4,800 24

WM. SMITH,
Deputy Minister of Marine and Fisheries.

JOHN TILTON,
Accountant.

APPENDIX No. 26.

STATEMENT of Expenditure on account of Kingston Observatory, for the
Fiscal Year ended 30th June, 1878.

		\$	cts.
Professor Williamson	Grant in Aid.....	500	00

WM. SMITH,
Deputy Minister of Marine and Fisheries.

JOHN TILTON,
Accountant.

APPENDIX No. 27.

STATEMENT of Expenditure in connection with the Meteorological Service
for the Fiscal Year ended 30th June, 1878.

		<i>Salaries.—Central Office.</i>		\$ cts.	\$ cts.
<i>Officers of the Observatory.</i>	G. T. Kingston, M.A.....	Twelve months' Salary as Superintendent		1,000 00	
	T. Menzies.....	do do Assistant.....		300 00	
	W. A. Stewart.....	do do		300 00	
	W. F. Davison.....	do do		300 00	
	O. Carpmael, M.A.....	do do Deputy Superintendent.....		1,500 00	
	B. A. Roberts.....	do do Inspector of Stations....		800 00	
	R. F. Stupart.....	do do Assistant.....		600 00	
	Thos. H. Monk.....	do do Corresponding Clerk....		500 00	
	H. V. Payne.....	do do Assistant.....		458 25	
	Jas. Young.....	do do		450 00	
	B. O. Webber.....	do do		300 00	
	O. E. Stewart.....	Salary as occasional Clerk		200 00	
	J. Davison.....	do do		116 00	
	H. P. Blackey.....	Nine months' salary as Office Messenger.....		74 10	
					6,897 35
		<i>Chief Stations.</i>			
Sydney, C.B.....	Thos. C. Hill, 12 months' salary as Superintendent, \$200 and assistance \$100			300 00	
Halifax, N.S.....	F. Allison, M.A., 400 do 300			700 00	
St. John, N.B.....	G. Murdoch, C.E., 400 do 340			740 00	
Fredericton, N.B.....	Prof. Harrison, 340 do 260			600 00	
Montreal, P.Q.....	O. H. McLeod, C.E., 300 do 200			500 00	
Woodstock, Ont.....	J. Montgomery, 240 do 160			400 00	
Winnipeg, Man.....	St. John's College.....			800 00	
Spencer Bridge, D.C.....	J. Murray, 240 and assistance 160			400 00	
					4,440 00
		<i>Telegraph Stations.</i>			
Sydney, C.B.....	Thos. C. Hill, Supt, \$300 and assistance \$132			432 00	
Halifax, N.S.....	F. Allison, M.A., 200 do 100			300 00	
Chatham, N.B.....	G. A. Blair, 300 do 132			432 00	
Father Point, P.Q.....	J. McWilliams, 200 do 60			260 00	
Quebec.....	Captain Ashe, R.N			250 00	
Rockcliffe.....	W. H. McIntyre			240 00	
Kingston.....	S. Woods, M.A., Superin't, \$300 and assistance \$132			432 00	
Port Dover.....	H. Morgan, do 300 do 132			432 00	
Pert Stanley.....	M. Payne, do 300 do 132			432 00	
Saugen.....	Mrs. Stewart do 300 do 100			400 00	
Parry Sound.....	Rev. R. Mosley, do 300 do 96			396 00	
Fort Garry.....	J. Stewart, do 300 do 132			432 00	
					4,438 00
		<i>Reserve Telegraph Stations.</i>			
St. Andrews, N.B.....	Dr. S. T. Gove, 12 months' salary as Superintendent			300 00	
Charlottetown.....	H. J. Cundall, C.E., do do			300 00	
Brockville.....	W. R. Bigg, do do			120 00	
Stayner.....	R. J. Cole, do do			120 00	
					840 00
Carried forward.....					16,615 35

**STATEMENT of Expenditure in connection with the Meteorological Service,
etc.—Continued.**

		\$	cts.	\$	cts.
	Brought forward			16,615	35
	<i>Drum Stations.</i>				
St. John, N.B.....	J. B. Longley, 12 months' salary as Agent.....	60	00		
Digby, N.S.	W. H. Taylor, do do	60	00		
Liverpool, N.S.....	J. L. Hemmeon, do do	60	00		
Halifax, N.S.....	Sergt. Marshall, R E., do do	24	00		
Louisburg, C.B.	W. H. Townsend, do do	60	00		
Oow Bay, C.B.....	O. Archibald, do do	60	00		
Glace Bay, C.B.....	C. H. Rigby, do do	60	00		
Port Hastings, C.B.....	P. Grant, do do	60	00		
Pictou, N.S.....	M. Campbell, do do	60	00		
Point du Chêne, N.B.....	Thos. E. Smith, 9 do do	45	00		
Bathurst, N.B.....	Hon. J. Ferguson, 12 do do	100	00		
Dalhousie, N.B.....	H. A. Johnston, 12 do do	78	00		
Percé.....	P. Vibert, 9 do do	45	00		
Gaspé.....	J. Eden, 9 do do	45	00		
Quebec (Citadel).....	Lieut. J. B. Donaldson, 12 do do	100	00		
Cobourg.....	F. Reynolds 9 do do	45	00		
Port Hope.....	Capt. T. F. Janes, 9 do do	45	00		
Toronto, (Queen's Wharf)	Capt. A. Taylor, 9 do do	45	00		
Gibraltar Point.....	G. Durman, 9 do do	45	00		
Oakville.....	S. Bell, 21 days 9 do do	5	25		
Hamilton.....	G. Black 9 do do	45	00		
Burlington Beach.....	T. Campbell 9 do do	45	00		
Port Dalhousie.....	E. F. Dwyer 11 do do	60	00		
Port Colborne.....	D. Hughes 9 do do	45	00		
Goderich.....	G. N. Macdonald 12 do do	60	00		
Kincardine.....	Dr. DeWitt Martyn 12 do do	100	00		
Saugeen.....	Thos. Davis 12 do do	60	00		
Presqu'Isle.....	J. Mackenzie 12 do do	60	00		
Collingwood.....	Col. Bligh 12 do do	78	00		
				1,655	25
	<i>Spécial Station.</i>				
Esquimalt, B.C.....	W. H. Bevis, 12 months' salary as Superintendent			180	00
	<i>Instruments and Apparatus.</i>				
R. H. Scott, M.A.	Thermometers, &c, from England	772	23		
J. Foster.....	Anemometers, windmill vanes, and repairs to various instruments.....	240	21		
M. Turnbull.....	Barometer cases	224	04		
G. Tagliabue.....	Self-recording instruments.....	211	44		
C. Porter.....	Barometers	165	00		
A. Hahl & Co.	Anemographs	149	60		
Electric Hardware Co.	Electrical supplies, &c.	118	70		
W. H. Sparrow.....	Wind vanes and drums and rain receivers.....	81	30		
J. Green.....	Repairing barometers.....	78	00		
H. Pim.....	Castings, &c.....	33	70		
C. A. Scadding.....	Weather signs and stencil plates	26	60		
H. Salmon.....	Instrument cases	11	30		
E. Beckett.....	Wrenches for anemometers, &c.	11	00		
Thos. Dean.....	Castings	8	80		
W. H. Rice.....	Wire for thermometer sheds.....	5	50		
W. J. McGuire & Co.....	Anemometer tubing	4	30		
				2,141	82
	<i>Fittings and Repairs at Stations.</i>				
A. Peele.....	Fitting up instruments, &c., at New Westminster, B.C.	50	00		
Walter Walker.....	Fitting up anemometers, &c., at Esquimalt, B.C....	45	00		
	Carried forward	95	00	20,592	42

**STATEMENT of Expenditure in connection with the Meteorological Service,
etc.—Continued.**

		\$ cts.	\$ cts.
	Brought forward	95 00	20,692 42
	<i>Fittings and Repairs at Stations.—Continued.</i>		
A. and P. Angus.....	do do Saugeen.....	29 71	
M. Turnbull.....	Receptacle for records at Central Office.....	26 60	
J. McWilliams.....	Repairs at Father Point	17 25	
F. B. Scofield.....	Fitting up anemometer at Woodstock.....	14 77	
G. A. Blair.....	Sundry repairs at Chatham.....	12 77	
.....	Moving instruments at Parry Sound.....	8 25	
W. Wellner.....	Repairs to anemometer at Charlottetown	3 00	
W. Matheson.....	do do Granton.....	1 00	
			208 35
	<i>Signal Masts, Drums, &c.</i>		
Thos. E. Smith	Fitting, rigging and painting at Point du Chêne ...	29 42	
J. McWilliams.....	Painting and repairing, &c., at Father Point.....	24 25	
J. Willet.....	Oiling and painting mast, &c., at Dalhousie, N.B....	15 00	
Dr. DeWitt Martin	Fixing mast at Kincardine.....	13 25	
Thos. C. Hill.....	Repairs, &c., at Sydney, C.B.	10 97	
C. H. Rigby.....	Rope and repairs at Little Glace Bay.....	10 95	
C. Archibald.....	Repairing drum, rope, &c., at Cow Bay.....	9 00	
P. Vibert.....	Repairing drum and cost of messenger, &c., at Percé	8 90	
Pickford & Black	Lanterns and rope at Halifax.....	6 92	
F. Reynolds	Sundry repairs, &c., at Cobourg.....	6 92	
R. Ross.....	Rope for halyards, &c., at St. Andrews	6 30	
J. L. Hemmeon.....	Rope, &c., at Liverpool, N.S.....	5 88	
W. H. Townsend.....	Oil and rope, &c., at Louisbourg.....	4 69	
Kerr & McKenzie	Rope at Goderich.....	3 44	
W. Herrington	Sundry repairs at Collingwood.....	3 00	
G. N. Davis.....	Oil, &c., at Goderich.....	2 96	
E. F. Dwyer.....	Sundries, oil, &c., at Port Dalhousie.....	2 80	
J. Henderson.....	Rope at Collingwood	2 50	
Wood & Legate.....	do Hamilton	2 47	
Capt. T. F. James.....	Oil, &c., at Port Hope	2 45	
Dan. McDonald.....	Reeving halyards at Sydney	1 80	
G. N. Macdonald.....	do Goderich.....	1 15	
Thos. Davis	Oil, &c., at Saugeen	0 85	
			175 87
	<i>Stationery, Books, &c.</i>		
Copp, Clark & Co	Printing instructions, forms, tables, &c.....	627 51	
Hunter & Co	Photographs of instructions.....	350 00	
R. Wilkinson.....	Postage stamps, cards, &c.....	345 75	
Trout & Todd.....	Weather bulletins, reviews, &c.....	294 05	
Rowse & Hutchison	Printing forms, &c.....	245 85	
F. Payne.....	do probabilities, forms, &c.....	191 00	
Thos. H. Monk.....	Editing monthly weather review, &c.....	150 00	
Brown Bros.....	Envelopes, paper, pens, &c.....	122 88	
W. F. Davison	Binding registers, &c.....	108 95	
Globe Printing Co	Printing forms.....	65 00	
Adam Miller & Co	Binding books.....	70 85	
J. Farthing.....	Electric pen and appurtenances.....	50 85	
Hart & Rawlinson.....	Nature and other books	30 05	
L. M. More.....	Stamped and addressed U.S. envelopes, &c.....	24 40	
G. M. Kingston.....	Drawing map.....	25 00	
Rolph Smith & Co	Lithographing.....	15 00	
R. Remington.....	Type, &c.....	9 53	
C. Annand.....	Subscription to Halifax Chronicle.....	6 00	
W. O. Sterling.....	do do Herald.....	5 00	
Wright & Taylor.....	do to City Directory.....	2 50	
			2,740 17
	Carried forward.....		23,716 81

**STATEMENT of Expenditure in connection with the Meteorological Service,
etc.—Continued.**

		\$ cts.	\$ cts.
	Brought forward.....		23,716 81
	<i>Telegraphy.</i>		
Montreal Telegraph Co....	Messages, &c.....	4,478 84	
do	do from Parry Sound	175 91	
Dominion Telegraph Co..	do	3,033 51	
Western Union Telegraph Co..	do	772 75	
H. W. Burnett.....	12 months' salary as Operator, Central Office.....	480 00	
Thos. Hope	do do	480 00	
L. M. More.....	do services as Agent at Buffalo.....	120 00	
H. K. Penrod	do do New York.....	118 09	
W. S. Jewell.....	do do		
J. L. Barrett.....	do do Messenger at Halifax.....	96 00	
J. Fitzgerald.....	Assistant Operator, Central Office.....	96 00	
B. O. Webber.....	do do	96 00	
Jas. Young.....	do do	96 00	
H. V. Payne.....	do do	60 00	
F. Mosley.....	12 months' salary as Messenger at Parry Sound	60 00	
Thos. C. Hill.....	do rent of line at Sydney, C.B	30 00	
J. Fitzgerald.....	do Drum Messenger at Halifax.....	24 00	
Thos. C. Hill.....	For sundry payments to Drum Messenger.....	15 00	
M. Payne.....	9 months salary as Drum Messenger, Port Stanley..	8 00	
	Operator's services at Charlottetown.....		10,229 90
	<i>Travelling Expenses.</i>		
S. A. Roberts.....	Inspecting stations.....	345 75	
G. T. Kingston.....	do &c.....	115 05	
Thos. H. Monk.....	To Washington and return from New York, &c....	29 64	
O. Carpmæl.....	Inspecting stations.....	21 65	
W. F. Davison.....	To Brampton and return.....	1 80	513 89
	<i>Freight, Cartage and Customs Dues.</i>		
Canadian Express Co....	Freight and dues on sundry parcels, to and from various parts.....	206 75	
J. Farquisson.....	From Victoria to Quesnelle, B.C.....	42 60	
G. T. Kingston.....	Sundries at Central Office	54 31	
F. Kingston.....	Charges paid for freight, &c., from England	32 33	
B. Robinson.....	Customs dues, entries, &c	29 63	
J. A. Telfer.....	Cases to Winnipeg.....	20 52	
Prof. J. E. Oram.....	Charges on cases to Windsor, N.S.....	7 50	
H. V. Frances.....	Freight on frames from Halifax.....	6 50	
N. Milloy & Co.	Cases from Montreal to Toronto.....	5 50	
Hendrie & Co.....	Sundries	4 27	
L. B. Moodie.....	To Charlottetown.....	4 08	
J. McWilliams.....	To Father Point	1 60	
T. S. Lindsay & Co.....	To Sydney, O B	2 10	
J. A. Dupont.....	To Charlottetown.....	1 00	
Burchell, Mathison & Co.	New Glasgow to Sydney.....	1 00	
J. L. Hemmeon.....	Charges at Liverpool, N.S.....	0 80	
F. Jones.....	By Grand Trunk Railway	0 90	
Vicker's Express	To Parry Sound, etc	1 25	422 64
	<i>Petty Expenses at Stations.</i>		
Central Office ..	G. T. Kingston.....	99 88	
Port Dover.....	H. Morgan	30 00	
Ohatham.....	G. A. Blair	20 00	
Port Stanley.....	M. Payne.....	20 00	
Parry Sound.....	Rev. R. Mosley.....	20 00	
	Carried forward.....	189 88	34,883 24

**STATEMENT of Expenditure in connection with the Meteorological Service,
etc.—Concluded.**

		\$	cts.	\$	cts.
	Brought forward.....	189	88	34,883	24
	<i>Petty Expenses at Stations.—Continued.</i>				
Charlottetown	H. J. Cundall.....	16	16		
Kincardine	Dr. DeWitt Martin.....	14	55		
Halifax	F. Allison.....	\$2	65		
do	W. Bowman.....	2	50		
do	J. Fitzgerald.....	4	16		
Frederictou	Prof. Harrison.....	9	31		
Esquimalt, B.C.	E. Marion.....	7	88		
do	P. Hunt.....	\$2	00		
do	G. Lange.....	2	00		
		1	00		
Sydney	Thos. C. Hill	5	00		
Quebec	Lieut. J. B. Donaldson.....	3	00		
Quebec Observatory	Capt. E. D. Ashe, R.N	2	00		
Pictou	M. Campbell	1	25		
Brockville	W. R. Bigg.....	4	05		
		0	50		
				253	58
	<i>Miscellaneous.</i>				
W. Menzies	Carpentering (making thermometer sheds, etc).....	364	23		
H. Downey	Lumber.....	207	65		
Wm. Milligan.....	Painting.....	196	85		
W. J. Hughes.....	Digging drains, etc	173	83		
H. J. Mathews & Bro	Probability frames, etc.	140	80		
B. C. Webber.....	Special night and Sunday service.....	110	00		
J. Myles	Fuel	106	00		
W. H. Sparrow	Oil and other sundries	98	73		
Rice Lewis & Son.....	Hardware	78	09		
W. Moor.....	Laborer	44	85		
J. Wagner & Co.....	Window frames, etc	36	10		
Gas Consumers Co.....	Gas	33	90		
Ansley & Barber... ..	Rent of premises at Port Dover	30	00		
Lyman Bros	Chemicals.....	29	07		
T. Lockington	Shelves at Central Office	28	00		
J. Merryfield	Rent of room at Central Office.....	24	00		
M. Payne	Rent of anemometer ground at Port Stanley.....	24	00		
G. Bingham	Guttering, etc.....	22	30		
J. Armstrong	Stove	17	70		
W. Gordon.....	Carpent.....	12	43		
Thos. Carroll.....	Lumber.....	11	90		
W. Menton.....	Labour	11	40		
R. Crawford.....	do	10	00		
D. Henry	do	9	00		
Catto & Co.....	Sundries.....	8	12		
J. Rennie.....	Repairing slate roof.....	5	85		
Thos. Dean.....	Sundry casings.....	5	40		
H. V. France	Sundries	9	58		
Jas. Spence.....	Ice (two tons)	5	00		
O. Thompson	Candles, soap, etc	2	70		
J. Leslie.....	Rent of post-office box.....	3	00		
J. Palmer.....	Photographic supplies	1	70		
				1,863	18
				37,000	00

WM. SMITH,
Deputy Minister of Marine and Fisheries.

JOHN TILTON,
Accountant.

APPENDIX No. 28.

REPORT OF MARINE AND IMMIGRANT HOSPITAL AT QUEBEC FOR THE FISCAL YEAR ENDED 30TH JUNE, 1878.

MARINE HOSPITAL,
QUEBEC, 14th September, 1878.

SIR,—The Trustees of the Marine and Immigrant Hospital of Quebec have the honour to submit their Annual Report for the fiscal year 1877-78, as well as the annual report of the Resident Physician on the admissions, discharges and deaths that have occurred in the hospital during the same period of time.

A detailed statement of the expenses incurred for the maintenance of the hospital accompanies this report. Although the amount of the expenses this year is nearly the same as it was last year, yet the Trustees have effected a relative reduction in the cost of the maintenance of the hospital, for they have been obliged to maintain a more numerous staff than usual on account of the great number of fever cases that were admitted, especially during the months of September and October.

The Trustees consider it their duty to again call your attention to the state of the flooring in the halls and corridors; in spite of the numerous repairs which in a little while it will be necessary to bestow on it, it is so much disjointed and is devoid of paint that it will end in becoming a cause of insalubrity.

All which is respectfully submitted.

(Signed) P. WELLS, M.D.,
Secretary.

The Honourable
Minister of Marine and Fishries.

PATIENTS treated in the "Marine and Emigrant Hospital" at Quebec, from 1st July, 1877 to 30th June 1878:—

Seamen treated.....	518
Immigrants "	6
Residents "	405
	928

Number of Days in Hospital.

Seamen.....	7,291
Immigrants.....	58
Residents.....	15,805
	23,154

Deaths during the same Period.

Seamen.....	13
Immigrants.....	0
Residents.....	26
	39

L. CATELLIER, M.D.,
Resident Physician.

**STATEMENT of Expenditure on account of the Marine and Immigrant
Hospital, Quebec, for Fiscal Year ended 30th June, 1878.**

		\$	cts.	\$	cts.
. A. Sewell, M.D.....	12 months' salary as Chairman of Commissioners...			400	00
O. Robitaille, M.D.....	do Commissioner.....			200	00
P. Wells, M.D.....	do Secretary-Treasurer.....			600	00
J. E. Laudry, M.D.....	do Visiting Physician.....			400	00
A. Rowand, M.D.....	do do.....			400	00
O. Lemieux, M.D.....	do do.....			400	00
L. Catellier, M.D.....	do Resident Physician.....	799	92		
S. Mossman.....	do Matron.....	300	00		
Samuel Hobbs.....	do Orderly.....	168	00		
Patrick Barry.....	do do.....	168	00		
Richard Deegan.....	Pay as Orderly.....	113	00		
Wm. Vaillancourt.....	do Porter.....	154	00		
Henry Hunt.....	do Outside Porter.....	168	00		
Matthew Sullivan.....	do do.....	168	00		
John Flynn.....	do Night-watch.....	56	80		
Marie Benning.....	do Nurse.....	50	00		
Ann McGrath.....	do Fever Nurse.....	120	00		
Ann Jacobs.....	do do.....	120	00		
Bridget Donnell.....	do Cook.....	95	00		
Clementine Ouellette.....	do Housemaid.....	60	00		
Jane O'Neill.....	do do.....	6	00		
Eliza Dunn.....	12 months' wages as Serving Maid.....	96	00		
Margaret Dunn.....	do Cook for officers.....	96	00		
Marie Matron.....	do Charwoman.....	60	99		
Marie Quinn.....	do for washing.....	55	83		
A. Doremend.....	Work as Nurse.....	5	33		
Mary Ann Neill.....	12 months' wages as Housemaid.....	66	00		
O. Hobbs.....	Washing.....	3	00		
Adèle Dorion.....	Pay as Fever Nurse.....	10	00		
Jane Ross.....	do do.....	7	66		
Adèle Ouellette.....	do Housemaid.....	13	60		
John Chamberlin.....	Night attendance.....	7	75		
Jane Ryan.....	Wages as Nurse.....	64	00		
Marie Dorion.....	do do.....	5	33		
Catharine Ryan.....	do do.....	40	00		
Jane Doyle.....	Charwork.....	22	00		
Marie Ferrier.....	do.....	15	00		
Adèle Matron.....	do.....	16	50		
Patrick Phelan.....	Whitewashing cellars.....	12	50		
Joan Pender.....	Cook.....	16	33		
Madam Perrault.....	House-cleaning.....	5	50		
John Deegan.....	Night Watchman.....	5	60		
G. T. Cary.....	Advertising in <i>Daily Mercury</i>	7	80		
W. E. Bennet.....	Medicines.....	50	65		
L. Lassard.....	251 cords wood.....	1,020	94		
Allans, Rae & Co.....	Freight on drugs.....	5	13		
Quebec Gas Company.....	Gas.....	629	44		
A. Mulholland.....	Plumbing work and materials.....	455	20		
S. Mossman.....	Vegetables, &c.....	973	12		
C. Poston & Co.....	Coals.....	208	35		
T. Hudon.....	Flannel, cotton, ticking, bedding, &c.....	663	01		
P. Valliere.....	Furniture.....	96	00		
L. Catellier.....	Surgical instruments.....	75	30		
Rev. J. P. Sexton.....	Allowance as Chaplain.....	144	00		
Rev. J. S. Sykes.....	do do.....	144	00		
Rev. J. P. Sexton.....	10 interments.....	20	00		
A. Laberge.....	Joiner work.....	309	93		
M. Brophy.....	Milk.....	1,371	65		
Geo. Cook.....	Smith's work.....	101	25		
F. Lemieux.....	Stationery.....	21	75		
N. Picard.....	Smith's work and tin.....	60	83		
Quebec Water Works.....	Water.....	600	00		
J. Drolet.....	Washing.....	533	54		
do.....	Straw.....	11	30		
James McCorkell.....	Bread.....	1,004	50		
Carried forward.....		8,507	69	3,171	64
				5,571	64

**STATEMENT of Expenditure on account of the Marine and Immigrant
Hospital, Quebec, etc—*Concluded.***

		\$ cts.	\$ cts.
	Brought forward.....	8,507 69	5,571 64
John Musson & Co.....	Drugs	136 99	
Jas. McCone.....	Groceries	1,955 15	
Thos. Delany.....	Pork and beef.....	2,439 20	
O. Gravel.....	Cutting wood.....	150 60	
J. E. Burke.....	Drugs.....	67 60	
Dublin Apothecaries'			
Hall.....	do	367 07	
Thomas Norris.....	Crockery	93 91	
Thomas Andrews.....	Gasfitting	65 24	
do	Hardware.....	134 14	
Royal Insurance Co.....	Premium on insurance.....	177 68	
Lewis Gagnon.....	Ice.....	28 00	
S. Marcotte.....	Printing forms.....	27 50	
P. La Brie.....	Joiner's work.....	34 91	
A. Côté & Co.....	Advertising.....	15 40	
J. R. Boswell.....	Ale.....	21 00	
F. Laffamme.....	Bread	150 83	
P. F. Renfret.....	Drugs.....	10 00	
F. Lemieux.....	Stationery	32 95	
			14,415 86
	Total		19,987 50

WM. SMITH,
Deputy Minister of Marine and Fisheries.

JOHN TILTON,
Accountant.

APPENDIX No. 29.

REPORT OF THE MARINE HOSPITAL, ST. JOHN, N.B. FOR THE FISCAL YEAR ENDED 30TH JUNE, 1878.

ST. JOHN, N.B., 8th July, 1878.

SIR,—The Commissioners of the Marine Hospital at the Port of Saint John, New Brunswick, respectfully submit their Annual Report of the Hospitals under their charge for the year ending 30th June, 1878; and the Medical Officer's return of sick and disabled seamen admitted in the Hospital for the same period.

On the 1st day of July, 1877, there remained in the "Kent" Hospital ten (10) seamen under medical charge, and one hundred and forty-three (143) were subsequently admitted, making one hundred and fifty-three (153) sick and disabled seamen received for medical treatment during the year, of which number one hundred and forty (140) were duly discharged, one died and 12 remained under treatment on 1st July, 1878.

Dr. Botsford, the Medical Officer, in his Annual Report to the Commissioners states that "The rate of mortality is the lowest on record in the Institution, and demonstrates the fact that your Hospital is not behind any other in the matter of diet, care and treatment."

The quarterly account of expenditure for all Hospital requirements with vouchers and receipts for the Department are now forwarded, amounting to the sum of four thousand three hundred and eighty dollars and seventy-two cents (\$4,380.72) for the year ending 30th June, 1878, the amount required for our quarterly payments being duly received.

The duties required of the officers in charge of the sick wards continue to be performed in their approved and efficient order, and the Medical Officers report that all supplies required continue of approved quality and that the sick and disabled seamen have all comfort available in the old hospital building.

The general health of seamen arriving at our Port the past year was good and the Medical Officers in charge of the Pest House on Partridge Island reports the same free from any infectious disease during the past year.

All which is respectfully submitted.

CHARLES WARD, *Secretary & Treasurer.*
JOHN WISHART,
CHARLES McLAUCHLAN, } *Commissioners.*

SIR ALBERT J. SMITH,
Minister of Marine and Fisheries,
Ottawa, Canada.

APPENDIX No. 30.

STATEMENT of Expenditure on account of Marine Hospitals, Sick and Disabled Seamen and Shipwrecked and Distressed Seamen, for the Fiscal Year ended 30th June, 1878.

PROVINCE OF ONTARIO.

	ST. CATHARINES HOSPITAL.	\$ cts.	\$ cts.
Thos. Burns, Treasurer...	Annual Grant for support of sick seamen.....		500 00
	KINGSTON HOSPITAL.		
J. J. Burrowes, Honorary Secretary.....	Annual Grant for support of sick seamen.....		500 00
			1,000 00

PROVINCE OF QUEBEC.

	MONTREAL GENERAL HOSPITAL.		
Andrew Robertson.....	Treasurer, maintenance of sick seamen for season ended 30th November, 1877, 2,239 days at 90c.....		2,015 10
	SICK AND DISABLED SEAMEN.		
Mrs. Enright.....	Boarding sick seamen at Percé.....	5 00	
Dr. Pidgeon.....	Professional attendance on sick seamen at Percé...	25 00	
Dr. Cormick.....	do do	5 00	
Dr. Robitaille.....	Professional attendance on sick seamen at New Carlisle.....	38 90	
G. LeBoutillier.....	Attendance and board of sick seamen at Percé.....	42 50	
Dr. E. Tétu.....	Professional attendance on sick seamen at Gaspé.....	72 00	
Dr. Gervais.....	Professional attendance on sick seamen at Three Rivers.....	17 50	
J. A. Meek, M.D.	Professional attendance on sick seamen at Three Rivers.....	41 50	
A. Picard.....	Board of sick seamen at Three Rivers.....	12 00	
J. P. Pelletier.....	Professional attendance on sick seamen at Matane.....	19 00	
A. Grant.....	Board of sick seamen at Matane.....	6 00	
F. LeGallais.....	Board of sick seamen at New Carlisle.....	58 00	
Dr. J. E. Bedeau.....	Medical attendance at Three Rivers.....	5 00	
A. Leferrier.....	Medical attendance at New Carlisle.....	66 80	
R. C. Blair, M.D.....	Medical attendance at Chicoutimi.....	34 00	
L. E. Beauchamp.....	do do	11 00	
S. Pouliot.....	do do	68 16	
			527 36

STATEMENT of Expenditure on account of Marine Hospitals, Sick and Distressed Seamen, etc.—Continued.

PROVINCE OF QUEBEC.—Continued.

				\$	cts.	\$	cts.
SHIPWRECKED AND DISTRESSED SEAMEN.							
Joseph Eden.....	Expenses of wrecked seamen ex	"Maria Almida".		18	00		
P. L. Gauvreau.....	do do	"Minerva".....		6	05		
Joseph Eden.....	do do	"Glenfarren"....		35	20		
do	do do	"Georgina".....		130	20		
J. J. Fox.....	do do	"Glenfarren".....		22	00		
Hon. D. E. Shea.....	Expenses schooner "Ida"			60	90		
Hudson Bay Co.	Expenses of wrecked seamen from Natashquan to Mingan.....			93	80		
Capt. Poirier.....	Expenses of crew of "Day Spring"			00	00		
Capt. H. Bohn.....	Subsistence of wrecked crew of "Ohillianwallah."			47	45		
D. McDonald.....	Railway fares and board of 6 seamen, from Pictou to Quebec.....			65	40		
						579	00
BOARD OF TRADE.							
Accountant, Board of Trade.....	To reimburse expenses of wrecked crew ex "Eliza-beth"			17	82		
do	do do	"J. W. Scott".....		92	91		
do	do do	"Emma Pemberton."		34	82		
do	do do	"Willie"		59	88		
do	do do	"Grecian Bend"		115	52		
do	do do	"Sunny Region"		10	76		
do	do do	"Champion"		112	19		
do	do do	"T. A. Frost"		36	92		
do	do do	"Pampero"		98	87		
do	do do	"Saxon"		200	42		
do	do do	"Lillian Cameron" ..		36	58		
do	do do	"Ranger"		69	36		
do	do do	"Peret"		252	01		
do	do do	"Rockport"		118	64		
do	do do	"Foam"		21	49		
do	do do	"Thetis"		35	04		
do	do do	"Iris"		78	86		
do	do do	"Hannah," "Cheviot," "Helen" and "Roderick Rose" ..		394	70		
do	do do	"Idalia," "Don Pedro" and "Quaro" ..		211	73		
do	do do	"Starlight"		19	00		
do	do do	"John Harley"		4	89		
do	do do	"Decori"		159	06		
do	do do	"Sabani"		139	43		
do	do do	"Beauty"		45	63		
do	do do	"R. J. F. Freeman," "Naomi" and "Belle"		125	45		
						2,491	96

STATEMENT of Expenditure on account of Marine Hospitals, Sick and Distressed Seamen, etc.—Continued.

PROVINCE OF NEW BRUNSWICK.

SHIPWRECKED AND DISTRESSED SEAMEN.		\$ cts.	\$ cts.
Joseph Warren.....	Expenses burying George Humphrey.....	9 50	
W. J. Keater.....	Passage of seamen.....	4 00	
Small & Hatheway.....	do to Digby.....	10 50	
D. Bridgeo.....	Boarding 5 seamen, schooner "Charlotte," 2 days each.....	7 50	
Small & Hatheway.....	Passage of seamen to Kentville.....	15 40	
J. G. C. Blackhall.....	do Caraquet.....	5 00	
Charles King.....	Boarding seamen, schooner "J. W. Dean" four days.....	10 50	
O. Blois.....	Passage of seamen "Ida May".....	7 66	
J. S. May.....	Clothing for do do.....	44 00	
Intercolonial Railway Co.....	Passage of seamen to Pictou.....	11 73	
do do.....	do do from Pictou to Arichat.....	23 00	
Mrs. McFadden.....	Boarding seamen 2½ days.....	7 00	
S. Wathew.....	Passage of seamen, Richibucto to St. John.....	6 00	
W. J. O'Brien.....	Relief of crew, schooner "John Nelson".....	12 10	
Intercolonial Railway.....	Passage of seamen, schooner "John Nelson," to Halifax.....	65 55	
O. Blois.....	Passage of 2 seamen to Halifax.....	8 00	
H. A. Sormany.....	Board and expenses of crew, schooner "John Nelson".....	78 79	
R. D. Gilchrist.....	Passage of Albert Bennett.....	1 80	
James A. Burns.....	Board of 5 seamen from "Big Confederate," 2 days.....	10 00	
J. S. May.....	Clothing for 5 wrecked seamen, "Ex-Confederate".....	48 00	
James Christie.....	Medical attendance on 1 seaman do.....	2 00	
			388 03
MARINE HOSPITALS AND SICK SEAMEN.			
St. John.			
Dr. L. B. Botsford.....	Salary as Physician, from 1st July, 1877, to 30th June, 1878.....	560 00	
Dr. W. S. Harding.....	Salary as Inspecting Physician to Pesthouse, from 1st July, 1877, to 30th June, 1878.....	100 00	
Charles Ward.....	Salary as Secretary, from 1st July, 1877, to 30th June, 1878.....	400 00	
Rev. Wm. Armstrong.....	Salary as Chaplain, from 1st July, 1877, to 30th June, 1878.....	100 00	
Milton Barnes.....	12 months' wages as Steward, from 1st July, 1877, to 30th June, 1878.....	300 00	
Mrs. Barnes.....	12 months' wages as Matron, from 1st July, 1877, to 30th June, 1878.....	80 00	
Milton Barnes.....	12 months' allowance for board.....	73 00	
Mrs. Barnes.....	do do.....	73 00	
Milton Barnes.....	Paid 12 months' wages to cooks.....	48 00	
do.....	Beef, bread, barley, potatoes and sugar.....	29 48	
		1,763 48	
Less provisions consumed by Steward.....		48 00	
		1,715 48	
O. A. Barnes.....	3 months' wages as Nurse at Kent Hospital, St. John.....	36 00	
do.....	3 months' allowance for board.....	48 00	
D. Tennent.....	12 months' wages as Assistant Nurse at Kent Hospital, St. John.....	120 00	
do.....	12 months' allowance for board.....	192 00	
Thomas Nickerson.....	9 months' wages as Assistant Nurse at Kent Hospital, St. John.....	90 00	
Carried forward.....		2,201 48	

STATEMENT of Expenditure on account of Marine Hospitals, Sick and Distressed Seamen, etc.—Continued.

PROVINCE OF NEW BRUNSWICK.—Continued.

		\$	cts.	\$	cts.
	Brought forward.....	2,201	48		
	MARINE HOSPITALS, &c.—Continued.				
	<i>St. John.—Continued.</i>				
do	9 months' allowance for board.....	144	00		
Bryden Bros.....	Bread account.....	148	26		
M. Ryan.....	Butchers' account.....	163	73		
Jordine & Co.....	Grocery do.....	287	32		
M. Barnes.....	Milk and potatoes.....	98	32		
St. John Gas Company..	Gas and meter rent, coal, tar and fire-brick..	18	45		
St. John Water Commis- sioners.....	12 months' supply, \$36; assessment, \$14.....	50	00		
Jane Marshall.....	Washing 111 doz., at 60 cents.....	66	60		
John Chaloner.....	Drugs and medicine.....	88	50		
Wm. Cole.....	Gardener, 40 days' labour.....	47	25		
Willis & Mott.....	Advertising tenders for supplies.....	12	00		
Wm. Elder.....	do do.....	14	00		
G. W. Day.....	Printing blanks.....	2	00		
Troop & McLaughlin.....	English Ensign.....	12	50		
C. E. Burnham & Co.....	1 oak chair.....	1	25		
John F. Masters.....	Duty on mattresses, freight and cartage.....	16	45		
H. Maxwell.....	Lumber.....	151	87		
G. F. Fisher.....	Roofing, 732 feet.....	27	45		
Beard & Venning.....	1,500 feet clapboards.....	17	80		
J. Doherty.....	6 days' carpenter work.....	12	00		
W. Ennis.....	6 do.....	9	00		
J. Smith.....	10 do.....	12	50		
T. Grocker.....	10 do.....	12	50		
Clarke, Kerr & Thorne..	Hardware.....	21	70		
T. Smith.....	Painting fence, 10 days.....	10	00		
Thos. Cole.....	Labour at garden, 98 days, at \$1.25.....	122	50		
Owan Nicholson.....	7 days' labour at drain and roof.....	7	00		
John Burk.....	Hearse and coach hire.....	5	50		
St. John Cemetery Co.....	Burial fees.....	13	20		
McFarlane & Dunbrack..	Solder, labour and lead pipe.....	57	46		
John Collins.....	8 loads gravel.....	4	80		
T. R. Jones & Co.....	Linen sheeting, striped hessian, &c.....	36	47		
W. A. Hamilton.....	Making sheets.....	13	90		
Water Commissioners.....	Permit to sewer.....	10	00		
Bowes, Campbell & Ellis	Copper kettle.....	7	01		
A. B. Street.....	Whiskey and wine.....	7	80		
Peter Ratchford.....	Labor on sewer.....	12	00		
J. Donohue.....	Coaching.....	9	00		
North British & Mercan- tile Insurance Co.....	12 months' premium on policy to March, 1879.....	48	00		
P. Megrane.....	Whitewashing and lime.....	13	50		
Geo. DeForest.....	Paint and oil.....	10	05		
McKenzie Bros.....	Blankets, grey cottons, &c.....	40	40		
J. Oakes.....	25 loads manure.....	12	50		
T. H. Hall.....	Stationery.....	3	46		
P. Hanlan.....	Fresh fish.....	0	66		
J. Lane.....	Wheelbarrow.....	7	00		
R. Robertson.....	Chamberware.....	2	25		
Ellis & Armstrong.....	Advertising tenders for supplies.....	5	00		
H. Galt.....	One ton straw.....	11	10		
R. P. McGivern.....	Coal—9 chaldrons at \$6.30, \$56.70; 10½ chaldrons at \$6.00, \$63.55.....	122	35		
D. Ostomore.....	12 elastic felt pillows.....	10	60		
Barnes & Co.....	Stationery.....	24	50		
J. Hamilton.....	Spikes.....	4	00		
	Carried forward.....	4,268	24		

STATEMENT of Expenditure on account of Marine Hospitals, Sick and Distressed Seamen, etc.—Continued.

PROVINCE OF NEW BRUNSWICK.—Continued.

		\$ cts.	\$ cts.
	Brought forward.....	4,268 24	
	MARINE HOSPITALS, &c.—Continued.		
	<i>St. John.—Continued.</i>		
James Harris & Co.....	Furnace door, hooks, &c.....	7 47	
George Nixon.....	Glass.....	5 43	
J. R. Cameron & Co.....	Oil, wicks, lamps and chimneys.....	23 88	
D. Ryan.....	Repairing flue, mortar and bricks.....	4 50	
J. McCutcheon.....	Ladder and boards.....	6 60	
D. W. Clark.....	Contract building fence	490 00	
G. E. Harding.....	Lumber.....	26 65	
John Doherty.....	Repairs to roof.....	18 00	
J. Collins.....	Potatoes.....	13 50	
Z. Davis.....	Firewood.....	51 10	
			4,915 37
	<i>Dalhousie.</i>		
W. Montgomery.....	Paid Dr. Desbrow, medical attendance sick seamen	85 00	
do	James Thompson, boarding seamen 28 days...	24 60	
do	S. Shaw, for medicines	1 25	
			110 85
	<i>Buctouche.</i>		
Dr. F. E. W. Peuliot.....	Professional attendance and medicine		25 75
	<i>Shediac.</i>		
Dr. Charles Theal.....	Professional attendance and medicine for 1877		360 29
	<i>Hopewell.</i>		
J. Carnwaith	Board of seaman, James Nowlan, 1 year.....	25 00	
do	Funeral expenses burying seaman, James Nowlan..	15 00	
			40 00
	<i>Hillsborough.</i>		
W. H. Robinson.....	Boarding seamen 26 weeks at \$2.00, \$52.00; medicine, \$6.50.....	58 50	
Mrs. Wm. Taylor.....	Boarding Thomas Taylor from 1st May, 1876, to 1st May, 1877, and funeral expenses.....	64 00	
Mrs. W. H. Robinson.....	Boarding seaman 5 weeks at \$2.00, \$10.00; funeral expenses, \$12.00	22 00	
			144 50
	<i>Caraquet.</i>		
Philip Rivé.....	Boarding three seamen, two days each, at \$1.....	6 00	
Richard Blackhall	do one do	2 00	
Alex. Rive.....	Passage of three seamen from Caraquet to Paspébiac	4 50	
Samuel Paulin.....	13 days' board of seaman, at \$1.....	13 00	
Louis Fossard, M.D.....	Professional attendance.....	24 00	
			49 50
	Carried forward.....		5,646 26

STATEMENT of Expenditure on account of Marine Hospitals, Sick and Distressed Seamen, etc.—Continued.

PROVINCE OF NEW BRUNSWICK.—Continued.

		\$	cts.	\$	cts.
	Brought forward			5,646	28
	MARINE HOSPITALS, &c.—Continued.				
	<i>Bathurst.</i>				
S. L. Bishop	Half year's professional attendance, to 31st Dec., 1877	20	00		
Ferguson, Rankin & Co.	Repairing stove, premium on insurance policy and oil	29	91		
Mrs. Miller	Nursing and attendance, 56 days at 50c	28	00		
do	Half year's allowance for fuel, to 31st Dec., 1877 ..	12	50		
do	Paid John Miller, nursing S. Cunningham, 28 days ..	28	00		
do	Paid for washing for S. Cunningham	1	50		
Hon. J. Ferguson	10 per cent. commission on disbursements	11	99		
				131	90
	<i>Richibucto.</i>				
M. F. Edgar	Drugs	18	54		
Simon Graham	Boarding seamen, 4½ weeks, at \$3	13	70		
J. W. Doherty, M.D.	Freight on drugs	1	13		
do	Six months' salary as Medical Superintendent, to 30th September	25	00		
A. A. Davidson	12 months' insurance premium on policy	10	00		
Simon Graham	Paid Matron, 115 weeks' board of seamen at \$3	344	98		
do	do 12 months' wages at \$6	72	00		
do	Fuel, cotton, oil, stovepipe, and repairs to pump ..	152	09		
do	5 per cent. commission on disbursements	28	44		
				665	88
	<i>Sackville.</i>				
John Ford	Factory cotton and ticking	10	23		
Isaac Crocker	12 months' salary as Keeper	225	00		
Alex. Fleming, M.D.	9 do professional attendance	\$187	50		
do	Telegrams, expenses digging grave and medicine	12	65		
		200	15		
Isaac Crocker	Boarding seamen, 169 weeks and 1 day at \$4	676	52		
John Ford	Blankets	44	50		
John W. Olare	Making coffin	4	00		
T. B. Barker	Drugs	43	09		
Chas. Fawcett	Stove	9	41		
				1,212	90
	<i>St. Andrews.</i>				
S. T. Gove, M.D.	12 months' salary as Medical Superintendent	200	00		
Charlotte Coates	do Matron	268	00		
do	Boarding seamen, 76 weeks and 1 day at \$1.50	114	28		
do	Paraffine, repairs to stove, carting and piling wood and allowance for soap	24	16		
Obadiah Conley	Repairs to cupola and roof	9	21		
W. B. Morris	Balance for new stove	30	25		
S. T. Gove	Postage for 12 months	2	00		
Leonard Chase	2 tons coal and cartage	13	75		
Wm. Whitlock	Lead and oil	10	58		
John Brownrigg	Wood and truckage	21	75		
Codman & Shurtliff	Rubber urinal	6	55		
				640	53
	Carried forward			8,297	47

STATEMENT of Expenditure on account of Marine Hospitals, Sick and Distressed Seamen, etc.—Continued.

PROVINCE OF NEW BRUNSWICK.—Concluded.

		\$ cts.	\$ cts.
	Brought forward.....		8,297 47
	MARINE HOSPITALS, &c.—Concluded.		
	<i>Miramichi.</i>		
John Thompson, M.D.....	12 months' salary as Medical Superintendent	400 00	
do	Medicine, clothing and passage of seamen.....	33 50	
John Gallagher.....	Wages as Keeper, 13 months and 1 day, at \$9.80...	127 75	
do	Boarding patients, 2,679 days, at 40cts.....	1,071 60	
do	Allowance for fuel \$60.00, cartage \$2.00.....	62 00	
do	Lumber, freight, straw, nails and whitewashing...	24 48	
Wm. Montgomery.....	Paid for professional services to W. G. Desbrow,		
	M.D.....	12 00	
H. A. Ormond	To pay for 6 iron bedsteads.....	27 00	
T. B. Barker & Sons.....	Drugs and medicines.....	138 41	
Patrick B. Troy.....	Coffin and burying seaman.....	28 00	
Wm. Masson	Cotton, blankets, ticking and oil cloth.....	62 95	
H. A. Ormond	Paid repairs to and freight on iron bedsteads.....	4 05	
A. A. Davidson.....	Premium on Insurance Policy.....	20 00	
Jas. Murray.....	Stove.....	11 20	
Department of Militia & Defence	6 iron bedsteads.....	30 00	
P. B. Troy.....	Repairs to floor.....	7 00	
			2,059 94
			10,357 41
	Less Refund—On account of expenditure at Port Dalhousie.....		7 00
	Total.....		10,350 41

PROVINCE OF NOVA SCOTIA.

	MARINE HOSPITALS, AND SICK AND DISABLED SEAMEN.		
Provincial City Hospital, Halifax.....	Board of seamen during fiscal year ending 30th June, 1878, equal to 464 weeks 3½ days, at \$5.00.....		2,322 37
	<i>Arichat.</i>		
Dr. L'Esperance	Attendance and medicine.....	449 00	
Dr. H. C. Fixott	do	147 50	
C. Petitpas	7 weeks' board, at \$4.00.....	28 00	
Victor Hureau.....	4 days' board, at 60c.....	2 40	
do	Burial expenses.....	12 00	
P. Gerroir.....	10 days' board, at 60c.....	6 00	
B. Deroche	13 do	8 00	
Mrs. Bosdet	6 weeks and 2 days' board, at \$4.00.....	25 14	
Victor LeBlanc	6 do 3 do	25 71	
Dr. Laughlin.....	Attendance and medicine.....	115 65	
J. LeYash	7 weeks and 5 days' board, at \$4.00	30 85	
Mary Langlois.....	4 days' board, at 50c.....	2 00	
M. Benoit.....	7 weeks' board, at \$4.00.....	28 00	
M. Boudrot.....	11 days' board at, \$4.00.....	6 84	
do	2 weeks and 4 days' at \$4.00.....	10 08	
	Carried forward.....	897 17	2,322 37

STATEMENT of Expenditure on account of Marine Hospitals, Sick and Distressed Seamen, etc.—Continued.

PROVINCE OF NOVA SCOTIA.—Continued.

		\$ cts.	\$ cts.
	Brought forward.....		2,322 37
	MARINE HOSPITALS, &c.—Continued.		
	<i>Arichat.</i> —Continued.		
Julia Grimes.....	15 do 2 do	61 14	
B. Babin.....	3 weeks' board, at \$4.00.....	12 00	
do	Burial expenses.....	8 00	
W. Forest.....	4 days' board, at \$4.00.....	2 86	
Chas. Boudrot.....	11 weeks and 1 days' board at, \$4.00.....	44 57	
W. Tucker.....	4 weeks' board, at \$4.00.....	16 00	
			1,041 74
	<i>Annapolis.</i>		
Dr. A. Robinson.....	Attendance and medicine.....	10 00	
Mrs. D. Lynch.....	2 weeks' board, at \$6 00.....	10 00	
Dr. J. F. Chipman.....	Attendance and medicine.....	10 00	
Wm. Anderson.....	2 weeks and 4 days' board, at \$4.00.....	10 30	
			40 30
	<i>Antigonish.</i>		
Dr. W. D. Macdonald.....	Attendance and medicine.....		56 13
	<i>Bridgewater.</i>		
Dr. J. S. Calder.....	Attendance and medicine.....	66 50	
E. Hurtle.....	1 weeks' board.....	4 00	
Dr. French.....	Attendance and medicine.....	39 75	
J. McNamara.....	4 weeks' board, at \$6.00.....	24 00	
P. McVicar.....	4 weeks and 5 days' board, at \$4.00.....	18 79	
H. G. Farish.....	Attendance and medicine.....	14 50	
Dr. A. E. Orencher.....	do	32 80	
A. Corkum.....	Conveyance, Bridgewater to Halifax	1 00	
P. Flood.....	do	3 50	
W. H. Curd.....	3 weeks' board and attendance.....	13 00	
Dr. Caldwell.....	Attendance and medicine.....	18 80	
E. Rodenheiger.....	3 weeks and 4 days' board.....	14 00	
			250 34
	<i>Bear River.</i>		
Dr. R. J. Ellison.....	Attendance and medicine.....	13 45	
Emily Winchester.....	Board, 1 week.....	3 00	
			16 45
	<i>Barrington.</i>		
Dr. J. J. Schrage.....	Attendance and medicine.....	97 00	
D. Nickenson.....	1 week and 4 days' board	11 00	
J. Trefrey.....	Conveyance to Yarmouth Hospital.....	5 00	
O. Davison.....	do	3 50	
D. Sargent.....	Horse hire, sending for Doctor.....	0 75	
B. F. Kenny.....	Burial expenses.....	10 00	
A. M. Perry.....	3 weeks board and nursing.....	12 00	
Dr. H. S. Kelly.....	Attendance and medicine.....	9 50	
R. McKinnon.....	Nursing.....	1 60	
			150 35
	Carried forward.....		3,877 68

STATEMENT of Expenditure on account of Marine Hospitals, Sick and Distressed Seamen. etc.—Continued.

PROVINCE OF NOVA SCOTIA.—Continued.

		\$	cts.	\$	cts.
	Brought forward.....			3,877	68
	MARINE HOSPITALS, &C.—Continued.				
	<i>Bayfield.</i>				
A. Delaney.....	1½ weeks' board, at \$3.....			4	50
	<i>Canso.</i>				
Saml. Whitney.....	Board and nursing, 5 days and 3 nights.....	8	00		
Dr. Robt. Eustace.....	Attendance and medicine.....	24	45		
J. Jeffery.....	1 weeks board.....	5	00	37	45
	<i>Clementsport.</i>				
Dr. R. J. Ellison.....	Attendance and medicine.....			11	75
	<i>Cornwallis.</i>				
Dr. S. J. Miller.....	Attendance and medicine.....	25	50		
Dr. Masters.....	do.....	27	50		
B. Hagerty.....	Board and nursing, 10 weeks and 3 days, at \$2.....	20	85		
J. Bowlby.....	Burial expenses.....	11	50		
E. Rawling.....	Provisions.....	2	00		
W. Eaton.....	Waggon hire.....	2	00		
Mrs. Lamb.....	12 weeks board, at \$1.25.....	15	00		
Dr. E. Rand.....	Attendance and medicine.....	2	00		
U. Orr.....	Board, 3 weeks.....	9	00	115	35
	<i>Cow Bay, C.B.</i>				
Dr. Lewis Johnston.....	Attendance and medicine.....	80	00		
S. E. Peters.....	Board, 15 days, at \$1.....	15	00	95	00
	<i>Cheverie.</i>				
Dr. F. N. Burgess.....	Attendance and medicine.....	29	50		
T. A. Malcom.....	Board, 5 weeks, at \$3.50.....	17	50		
A. Sandford.....	Medicines.....	1	80		
D. P. J. Masters.....	2 weeks board.....	10	00	58	80
	<i>Digby.</i>				
Dr. P. W. Smith.....	Attendance and medicine.....	26	00		
Dr. E. Stephen.....	do.....	9	75		
A. McCallum.....	do.....	16	60		
J. B. Baker.....	Board, 7 weeks, at \$3.....	21	00		
H. Handspiker.....	do 4 do \$2.....	8	00	81	35
	<i>French Cross.</i>				
Dr. P. M. Beckwith.....	Attendance and medicine.....	10	00		
Emily Dodge.....	Board, attendance and washing, 4½ weeks, at \$3.....	132	00		
do.....	Medicines.....	6	82	148	82
	Carried forward.....			4,430	70

STATEMENT of Expenditure on account of Marine Hospitals, Sick and Distressed Seamen, etc.—Continued.

PROVINCE OF NOVA SCOTIA.—Continued.

		\$	cts.	\$	cts.
	Brought forward			4,430	70
	MARINE HOSPITALS, &c.—Continued.				
	<i>Glace Bay, C.B.</i>				
Dr. D. G. McKay.....	Attendance and medicine.....	88	00		
P. McNeil.....	Board and attendance, 16½ weeks, at \$5	81	43	169	43
	<i>Harbour au Bouche.</i>				
Dr. Sutherland.....	Attendance and medicine.....	58	00		
P. Webb.....	Board, 17 weeks, at \$3.....	51	00		
S. Boudrot.....	do 9 do	27	00		
do	Attendance and bandages, \$30.85; conveyance, \$6.20.....	37	05	173	05
	<i>Joggins.</i>				
J. Moffatt.....	Conveyance of seamen to hospital.....	8	52		
do	Burial expenses.....	16	00		
Dr. Hewson.....	Attendance and medicine.....	16	00		
O. Reid.....	Board, 3 months	26	00	66	52
	<i>Lunenburg.</i>				
Dr. Chas. Aitkin.....	Attendance and medicine.....	145	25		
Dr. S. Jacobs.....	do	6	00		
D. S. Macdonald	Conveyance to Halifax.....	5	00		
Mary Thurlow.....	Board, 3 weeks, at \$3.....	9	00		
Annie Tanner.....	do 4 do	12	00		
Ann Cruickshanks	do 5 do	15	00		
John Loyé.....	do 1½ do	4	50		
A. Schwartz.....	do 5 do	15	00		
H. Moss	do 6 do	18	00		
Dr. Saunders	Attendance and medicine	60	50		
J. Holland	Board, 1½ weeks.....	4	50	294	75
	<i>Liverpool</i>				
J. P. Smith	Watching and tending.....	90	00		
do	4 weeks 2 days' board, at \$8.....	34	00		
Dr. A. Robertson	Medical attendance and medicine.....	57	50		
Dr. H. G. Farish.....	do do	77	00		
Sarah Head	11 weeks 3 days' board, at \$4.....	46	86		
do	Clothing.....	1	50		
Adelaide Smith	11 weeks' board, at \$3.....	33	00		
George Snadden.....	Conveyance.....	4	50	344	36
	<i>La Have.</i>				
Dr. Barnaby	Attendance and medicine.....	157	00		
W. Himmelman	8 weeks' board, at \$3.75	30	00		
Dr. Saunders	Attendance and medicine.....	37	75		
Martha Getson.....	8 weeks' board, at \$3.75	30	00		
Dr. McGregor.....	Attendance and medicine.....	22	50		
P. Publicover.....	10 weeks' board, at \$3.75.....	37	50	314	75
	Carried forward			5,793	56

STATEMENT of Expenditure on account of Marine Hospitals, Sick and Distressed Seamen, etc.—Continued.

PROVINCE OF NOVA SCOTIA.—Continued.

		\$	cts.	\$	cts.
	Brought forward.			5,793	56
	MARINE HOSPITALS, &c.—Continued.				
	<i>Little Bras D' Or.</i>				
Dr. H. B. McPherson.....	Attendance and medicine			15	50
	<i>Lockeport.</i>				
Dr. T. M. Burgess	Attendance and medicine	22	25		
Wm. Treany.....	5½ weeks' board, at \$3.....	16	50		
do	Nursing and attendance.....	5	00	43	75
	<i>Louisburg.</i>				
Dr. J. N. Mack	Attendance and medicine.....	4	30		
Dr. Forman	do	20	00		
Dr. Burnaby	do	25	00		
W. H. McAlpine	Burial expenses	16	21		
John Kilby.....	Attendance and nursing.....	14	50	80	01
	<i>Lingan.</i>				
Dr. M. Dodd.....	Attendance and medicine.....			12	00
	<i>Mahone Bay.</i>				
Dr. Chas. Gray.....	Attendance and medicine.....	38	00		
S. Slauenwhite	10 weeks' board, at \$3.....	30	00	68	00
	<i>Mainadieu.</i>				
Dr. J. N. Mack	Attendance and medicine.....	25	93		
Mary Pope.....	7 weeks' board, at \$5	35	00		
G. Rigby	10 do	30	00	90	93
	<i>Margaree.</i>				
Dr. McLean	Attendance and medicine.....	24	50		
James Ross	22 days' board.....	22	00	46	50
	<i>Maitland</i>				
Dr. S. D. Brown.....	Attendance and medicine	30	00		
J. Campbell	Board and attendance, 36 days, at \$1.50.....	54	00	84	00
	<i>North Sydney.</i>				
Martin Shean.....	159 days' board, at 75c. per day.....	119	25		
Dr. McLarty.....	Attendance and medicine.....	180	25		
M. Shean	Burial expenses of John Clark.....	22	80		
McKay & Corbett.....	Straight jacket.....	2	01		
	Carried forward.....	324	31	6,234	25

STATEMENT of Expenditure on account of Marine Hospitals, Sibk and Distressed Seamen, etc.—Continued.

PROVINCE OF NOVA SCOTIA.—Continued.

		\$ cts.	\$ cts.
	Brought forward.....	324 31	6,234 25
	MARINE HOSPITALS, &c.—Continued.		
	<i>North Sydney.—Continued.</i>		
T. S. Bower	Passage of 9 seamen to Sydney	2 25	
do	Conveyance of 4 seamen to hospital	1 00	
E. Cann	Board for 6 days, nursing and attendance.....	17 00	344 56
	<i>Pictou.</i>		
Janet Munroe.....	Board for 5 weeks and 6 days, at \$5 per week.....	29 30	
do	Board for 10 days, at \$1 per day	10 00	
Intercolonial Railway.....	Conveyance of 2 men.....	4 20	
J. J. Davis.....	Board for 3 weeks.....	15 00	
D. McDonald.....	Conveyance.....	7 75	
J. Munroe	Board for 4 weeks and 5 days, at \$5 per week.....	23 57	
do	Board for 14 days at \$1 per day.....	14 00	
Jas. Munroe	Night watching for 24 nights, at \$1.50.....	36 00	
Isabella Gillis	Board for 5 days	5 00	
Matilda Delorey.....	Board for 4 weeks and 2 days, at \$5 per week.....	21 42	166 24
	<i>Pugwash.</i>		
Dr. J. Clark	Attendance and medicine.....	27 30	
Dr. Dakin	do do	41 25	
J. H. Black.....	Conveyance to hospital... ..	5 00	73 55
	<i>Princesport.</i>		
Geo. Greelman.....	1 month's board	12 00	
do	Wages and board of nurse	16 00	
Dr. W. S. Muir.....	Attendance and medicine.....	10 00	
Dr. Brown	do do	12 00	
Geo. Greelman	Funeral expenses.....	12 00	62 00
	<i>Port La Tour.</i>		
Dr. J. J. Schrage.....	Medical attendance.....	46 00	
Thos. Gregor.....	2 weeks board and nursing.....	8 00	54 00
	<i>Port Mulgrave.</i>		
Dr. P. A. Macdonald.....	Attendance and medicine.....	85 00	
D. Murray.....	Board for 1 week	5 00	
do	Board for 6 days, at \$1 per day.....	6 00	
do	Conveyance of sick seamen.....	17 00	
do	Attendance and nursing	40 66	
do	Sending waggon for Doctor... ..	10 00	
do	Burial expenses.....	21 00	
J. DeCoste.....	Board and attendance for 1 week.....	5 00	
Mrs. Guthrie.....	do do 3 weeks.....	12 00	201 66
	Carried forward.....		7,136 26

STATEMENT of Expenditure on account of Marine Hospitals, Sick and Distressed Seamen, etc.—Continued.

PROVINCE OF NOVA SCOTIA.—Continued.

		\$ cts.	\$ cts.
	Brought forward		7,136 28
	MARINE HOSPITALS, &c.—Continued.		
	<i>Port Medway.</i>		
Dr. French	Attendance and medicine	10 10	
Mrs. Fancy	Board for 2 weeks, at \$4 per week	8 00	
Dr. Farish	Attendance and medicine	40 00	
Dr. Robertson	do do	8 00	
Thos. Brown	Board and nursing for 8 weeks at \$3.50	28 00	
Dr. Burnaby	Attendance and medicine	15 00	
J. Crowley	Board and nursing for 11 weeks at \$4 per week	44 00	
G. S. Wolff	Board for 5 weeks	14 50	167 60
	<i>Port Hawkesbury.</i>		
Dr. H. E. Bissett	Attendance and medicine	176 05	
M. McDonald	Conveyance of sick seamen	14 00	
H. McDonald	Board for 28 days, at \$1 per day	28 00	
do	Board for 40 days, at 75c. per day	30 00	
Catherine Grant	Board for 33 days, at 75c. per day	24 75	
do	8 nights watching	6 00	
do	Washing	2 00	
John Morrison	Conveyance to Sydney	9 55	
H. A. Archibald	43 days' board at 50c.	21 50	
do	14 days' attendance	7 00	
do	Bedding destroyed	3 00	
Dr. J. McDonald	Attendance and medicine	60 00	381 85
	<i>Port Hood.</i>		
Dr. Cameron	Attendance and medicine	67 50	
A. Jacques	3 weeks' board at \$2.50	7 50	
Dr. J. Campbell	Attendance and medicine	325 00	
Dr. Chisholm	do do	35 00	435 00
	<i>Ratchford's River.</i>		
Dr. A. J. Townsend	Attendance and medicine	21 00	
F. F. Hatfield	6 weeks' board at \$3	18 00	39 00
	<i>Shelburne.</i>		
Dr. S. W. Burns	Attendance and medicine	26 25	
Julia Walls	12 days' board	7 12	
Thos. Hennesey	7 weeks' board at \$4	28 00	
Edw. Goodick	Conveyance of luggage	1 50	62 87
	<i>Sherbrooke.</i>		
Dr. Campbell	Attendance and medicine		30 00
	Carried forward		8,252 68

STATEMENT of Expenditure on account of Marine Hospitals, Sick and Distressed Seamen. etc.—Continued.

PROVINCE OF NOVA SCOTIA.—Continued.

		\$ cts.	\$ cts.
	Brought forward.....		3,252 58
	MARINE HOSPITALS, &c.—Continued.		
	<i>Thames's Cove.</i>		
Dr. Aug. Robinson.....	Attendance and medicine.....	4 00	
J. Johnson.....	Board, 4 weeks at \$2.25.....	9 00	
A. Porter.....	Services going for Doctor.....	2 00	
Dr. J. A. Coleman.....	Attendance and medicine.....	13 00	25 00
	<i>Tusket.</i>		
A. S. Lent.....	Conveyance of seamen to Yarmouth Hospital.....	5 00	
do	Health officer, visit to ship.....	2 00	7 00
	<i>Tidnish.</i>		
Dr. Ohandler.....	Attendance and medicine.....		30 00
	<i>Windsor.</i>		
Dr. B. D. Fraser.....	Attendance and medicine.....		1 50
	<i>Weymouth.</i>		
Dr. H. D. Ruggles.....	Attendance and medicine.....	8 00	
J. Wyman.....	Board, 3 weeks at \$4.....	12 00	
do	Medicine and nursing.....	2 00	22 00
	<i>Walton.</i>		
Dr. Burgess.....	Attendance and medicine.....	22 25	
P. Brown.....	Board, 8 weeks at \$2.50.....	20 00	42 25
	<i>Yarmouth.</i>		
Dr. Farish.....	Attendance and medicine.....	210 10	
J. D. Archibald.....	Board of patients at Hospital.....	43 00	
A. Smith.....	Board, 22 days at 50c.....	11 00	
do	Extra night nursing.....	2 00	
N. K. Clements.....	Conveyance of seamen from Yarmouth to Boston..	14 10	
P. Titus.....	Conveyance of seamen to steamer.....	1 00	
J. D. Archibald.....	Board and nursing, 4 weeks.....	11 75	
do	Board, 17 weeks at \$3.....	51 00	
do	Waggon hire.....	1 00	
Dr. Randall.....	Attendance.....	4 00	348 95
	<i>Miscellaneous.</i>		
J. S. Snow.....	Conveyance and board.....		4 50
R. J. Hart.....	Medical attendance.....		10 00
Dr. W. E. Cooke.....	12 months' salary as Physician at Pictou.....	400 00	
do	Medicines.....	58 20	458 20
	Carried forward.....		9,201 98

STATEMENT of Expenditure on account of Marine Hospitals, Sick and Distressed Seamen, etc.—*Continued.*

PROVINCE OF NOVA SCOTIA.—*Continued.*

		\$	cts.	\$	cts.
	Brought forward.....			9,201	98
	MARINE HOSPITALS, &c.—Continued.				
	<i>Miscellaneous.—Continued.</i>				
Dr. W. N. Wickwire.....	Certificates to sick seamen for admission to hospital, at \$2.....			26	00
R. S. Black.....	do do do.....			32	00
E. Farrell.....	do do do.....			44	00
A. J. Cowie.....	do do do.....			40	00
J. F. Black.....	do do do.....			34	00
A. P. Reid.....	do do do.....			22	00
A. H. Woodill.....	do do do.....			34	00
E. Jennings.....	do do do.....			28	00
Samuel Fleming.....	30 days' board, at 60 cents.....	18	00		
	Conveyance to Yarmouth.....	4	00		
				22	00
F. W. Fishwick.....	do of sick seamen.....			18	50
				9,502	48
	SYDNEY MARINE HOSPITAL.				
R. J. Ingraham.....	Furniture.....	424	18		
J. McKinnon.....	Painting.....	2	90		
Opeland & Co.....	Medicines.....	422	20		
A. D. McGillvray.....	Salary as Superintendant.....	400	00		
S. Muggah.....	do Keeper.....	250	00		
do.....	Board of patients.....	381	71		
J. B. Woodill.....	Brandy.....	12	00		
				1,892	99
				11,395	47
	DISTRESSED AND SHIPWRECKED SEAMEN.				
J. Ritchie.....	Conveyance.....	3	65		
D. Sargent.....	do.....	8	76		
F. W. Fishwick.....	do.....	41	95		
do.....	do crew of "Leader".....	33	00		
do.....	do do "Belle".....	48	00		
Gilbert Shaw.....	do.....	75	92		
do.....	do crew of "The Star".....	29	20		
J. W. Brown.....	do do "Mary".....	10	00		
Intercolonial Railway.....	do do "Ida".....	16	00		
M. McDonald.....	do.....	9	00		
do.....	Subsistence.....	1	60		
do.....	do 1 man of "William".....	5	00		
do.....	Conveyance and subsistence of crew of "G. J. Forest".....	36	68		
do.....	Conveyance and subsistence of crew of "St. Herbert".....	148	20		
Sterns Jones.....	Conveyance.....	10	80		
Wm. Robertson.....	Subsistence of crew of "Leader".....	24	00		
T. S. Bown.....	do do "Ella Voser Whisper".....	14	25		
do.....	do do "Sabine".....	49	40		
do.....	do do "Tidal Wave".....	23	50		
W. H. McAlpine.....	do do "Mary".....	52	00		
H. A. Hood.....	do do "Morning Light".....	58	75		
do.....	do do.....	13	00		
do.....	do do "Kate Agnes".....	61	50		
F. D. Corbett & Co.....	do do.....	26	00		
S. Fleming.....	do do "Rebecca Ann".....	5	40		
	Carried forward.....	805	56		

STATEMENT of Expenditure on account of Marine Hospitals, Sick and Distressed Seamen, etc.—Continued.

PROVINCE OF NOVA SCOTIA.—Continued.

		\$ cts.	\$ cts.
	Brought forward.....	805 56	.....
	DISTRESSED AND SHIPWRECKED SEAMEN.—Continued.		
do	Subsistence and conveyance.....	11 40	
do	do	4 80	
do	do of crew of "St. Hubert".....	8 40	
do	Conveyance and subsistence of 4 men of "Mary".....	9 15	
C. W. Clements.....	Subsistence.....	11 11	
do	Conveyance and subsistence of crew of "Moera".....	5 47	
do	do do 1 man of "Anna".....	1 87	
do	do do crew of "Belle".....	11 47	
J. W. Angrove.....	Conveyance and subsistence.....	14 60	
J. Jeffery.....	do do crew of "Antelope".....	17 50	
D. Murray, jun.	do do "Active".....	42 84	
E. C. Leonard.....	do do "Wm. B.".....	24 20	
M. P. McElhenny.....	do do "Nazarene".....	13 14	
do	do do "Pathfinder".....	4 38	
C. Thompson.....	do do "Hawk".....	12 00	
D. McDonald.....	do do "Sarah".....	56 57	
do	do do "Sabrina".....	51 50	
do	do do "Maggie A.".....	12 25	
do	do do "St. Hubert".....	3 00	
do	do do 1 man of "Moselle".....	1 50	
L. Kavanagh.....	do do crew of "Tidal Wave".....	382 10	
H. McPhie.....	do do "Idlewild".....	182 53	
James Hemlow.....	do do "Rebecca Ann".....	134 17	
I. B. Cohoon.....	do do "Centennial".....	250 00	
J. Ross.....	do do "Endeavour".....	41 40	
W. A. Kenney.....	do do "Blanche".....	23 36	
B. Vicks.....	do do "Blanche".....	402 23	
S. O. Crowell.....	do do "Peter Roberts".....	52 56	
do	do do 2 men of "St. Michel".....	4 38	
do	do do 1 man of "Fortuna".....	5 84	
do	do do crew of "Maud Potter".....	41 62	
S. D. McKean.....	do do 2 men of "Vesta".....	14 00	
T. Archibald.....	do do do.....	11 90	
H. W. Johnston.....	do do crew of "John Nelson".....	90 80	
D. J. Stewart.....	do do do.....	2 50	
P. Grant & Co.....	Clothing crew of "Chebucto".....	206 50	
do	do "St. Hubert".....	11 25	
			2,979 85

PRINCE EDWARD ISLAND.

	MARINE HOSPITALS.		
	<i>Charlottetown.</i>		
F. P. Taylor, M.D.	12 months' as salary as Medical Attendant, to 31st December, 1877.....	300 00	
Margaret Darrach.....	12 months' wages as Matron.....	180 00	
do	Board of patients, at \$2.50 per week.....	327 84	
do	Sawing wood, whitewashing, &c.....	17 73	
Apothecaries' Hall...	Medicines.....	73 49	
P. Cullen.....	12 months' rent of Hospital.....	120 00	
Hugh Perkins.....	Coal.....	55 60	
	Carried forward.....	1,074 66	.....

STATEMENT of Expenditure on account of Marine Hospitals, Sick and Distressed Seamed, etc.—Continued.

PROVINCE OF PRINCE EDWARD ISLAND.—Continued.

		\$ cts.	\$ cts.
	Brought forward.....	1,074 68	
	MARINE HOSPITALS.—Continued.		
	Charlottetown.—Continued.		
E. D. Stair	4 mattresses.....	10 00	
George Daly & Co	Rugs and blankets.....	26 25	
James Houston.....	Repairing boiler, hardware, &c.....	11 85	
Mrs. Shehan	Funeral expenses of deceased seamen	2 00	
Michael Henessey,	do do	10 00	
Thomas Mahar.....	do do	10 00	
Charles Owen	Passage of sick seamen.....	3 20	
Daniel Gordon.. ..	Removing night-soil.....	5 40	
Bearer & Sons	Oil, wicks, groceries, &c.....	73 75	
			1,227 11
	OUTPORTS, P.E.I.		
J. P. Rogers.....	Boarding sick seamen at Princeton.....	15 00	
H. W. Robertson, M.D...	Professional services and medicines to sick seamen at Crapaud	55 75	
James Moynagh.....	Boarding sick seamen at Souris.....	82 50	
O. J. Seveeve.....	Professional attendance and medicine at Summer-side.....	45 25	
Ira Hurst.....	Board and attendance on sick seamen at Summer-side.....	26 00	
do	Brandy and limewater	16 55	
P. M. N. Bearsto	Professional attendance on sick seamen at Summer-side.....	13 00	
R. B. Mulart, M.D.	Professional attendance on sick seamen at Souris.....	26 00	
Dodd & Rogers	Supplies at Souris.....	49 04	
George Davies & Co.....	Blankets, quilts and rug at Souris.....	49 50	
McDonald & Walker.....	Cutlery, earthenware, &c.....	44 97	
David Kay, M.D.....	Professional services on sick seamen at Georgetown	17 00	
D. C. Grant	Board of sick seamen at Georgetown.....	26 72	
J. Robertson.....	Professional services on sick seamen at Montague.....	14 00	
James Cameron.	Board and attendance of sick seamen at Crapaud.....	13 00	
Charles Owen	Board and attendance of sick seamen at Charlotte-town.....	63 88	
James Mernagh.....	Board and attendance of sick seamen ex "Ellen Frances.....	84 00	
Dr. Kaye.....	Medical attendance on sick seamen at Georgetown.....	50 00	
Dr. W. Keir	Medical attendance on sick seamen at Malpeque.....	13 35	
			705 51

PROVINCE OF BRITISH COLUMBIA.

J. O. Davie, M.D.....	12 months' salary as Medical Officer	300 00	
Thomas Wood.....	do Keeper.....	499 92	
do	Maintenance of patients 225½ weeks at \$5.00 a week	1,139 28	
do	Washing, ferriages, &c.....	101 75	
do	Painting window frame, &c.....	20 00	
W. W. Walkem, M.D.....	Professional attendance and medicine at Burrard Inlet.....	720 75	
L. R. McInnes.....	Professional attendance and medicine at Nanaimo.....	380 50	
Royal Columbia Hospital	Board and treatment.....	204 00	
H. Saunders.....	Whiskey.....	8 00	
	Carried forward.....	3,374 20	

STATEMENT of Expenditure on account of Marine Hospitals, Sick and Distressed Seamen, etc.—Concluded.

PROVINCE OF BRITISH COLUMBIA.—Continued.

		\$ cts.	\$ cts.
	Brought forward.....	3,374 20	
E. Lawrence.....	Water.....	46 25	
Thomas Storey.....	Interments and repairs to drain.....	29 59	
R. Newall.....	Cartage of coal.....	17 50	
Kinsman & Styles.....	Repairing grate and building chimney.....	46 49	
E. B. Marvin.....	Paint, brush, cotton duck, brooms, &c.....	22 85	
Hayward & Jenkinson.....	Funeral expenses.....	30 00	
Henry Saunders.....	Groceries.....	23 74	
Langley & Co.....	Drugs, soap, medicines, &c.....	107 49	
G. Hardestie.....	Passage of patients per str. "Enterprise".....	3 00	
A. & W. Wilson.....	Lead pipe and repairs.....	37 30	
Englehardt & Co.....	10 cords wood cut and piled.....	75 00	
Andrew Rogers.....	Labor.....	5 00	
John McTay.....	Cartage and labor coal.....	11 25	
James Randolph.....	Sweeping chimneys.....	2 50	
John Weiler.....	Earthenware.....	5 12	
			3,837 28
	Less—Error in August account for maintenance of patients.....		10 00
			3,827 28

SUMMARY.

Ontario.....	St. Catharines Hospital.....	500 00	
do	Kingston do	500 00	
			1,000 00
Quebec	Marine and Immigrant Hospital, Quebec.....		19,987 50
do	Montreal General Hospital.....	2,015 10	
do	Sick and Disabled Seamen	527 36	
do	Shipwrecked and Distressed Seamen.....	579 00	
			3,121 46
New Brunswick.....	Marine Hospitals and Sick Seamen.....	10,350 41	
do	Shipwrecked and Distressed do	388 03	
			10,738 44
Nova Scotia	Marine Hospitals and Sick Seamen	11,395 47	
do	Shipwrecked and Distressed do	2,979 85	
			14,375 32
Prince Edward Island.....	Marine Hospital, Charlottetown.....	1,227 11	
do	Sick Seamen (outports).....	705 51	
			1,932 62
British Columbia.....	Marine Hospital and Sick Seaman.....		3,827 28
Board of Trade, London..	To reimburse Imperial Government for expenditure in behalf of Canadian Wrecked Seamen.....		2,491 98
	Total Expenditure of Marine Hospitals, Sick and Disabled and Shipwrecked and Distressed Seamen, for the fiscal year ended 30th June, 1878.....		57,474 60

WM. SMITH,

Deputy Minister of Marine and Fisheries.

JOHN TILTON,
Accountant.

APPENDIX No. 31.

STATEMENT of Sick Mariners' Dues collected, for the Fiscal Year ended
30th June, 1878.

<i>Quebec.</i>	\$ cts.	<i>Nova Scotia.</i>	\$ cts.
Gaspé	137 60	Amherst	411 40
Magdalen Islands	35 38	Annapolis	89 86
Montreal	2,480 08	Antigonish	4 76
New Carlisle	170 64	Arichat	231 46
Percé	30 60	Baddeck	87 58
Quebec	14,604 49	Barrington	52 50
Rimouski	251 52	Bridgetown	4 08
St. Armand	3 72	Cornwallis	48 62
St. Johns	1,110 50	Digby	111 16
Sorel	9 88	Guystoro'	102 76
Stanstead	0 61	Halifax	4,122 46
Three Rivers	66 88	Liverpool	283 28
		Lockeport	58 48
Total	18,901 84	Londonderry	25 59
		Lunenburg	302 71
<i>New Brunswick.</i>		Margaretsville	19 76
Bathurst	221 70	North Sydney	1,023 15
Bay Verte	2 18	Parrsboro'	61 26
Campo Bello	30 00	Pictou	815 74
Caraget	84 44	Port Hawkesbury	93 02
Chatham	2,870 58	Port Hood	3 48
Dalhousie	297 32	Port Medway	34 20
Dorchester	66 88	Shelburne	594 16
Hillsboro'	219 42	Sydney	1,363 22
Newcastle	812 12	Weymouth	83 22
Richibucto	823 65	Windsor	593 32
Sackville	88 34	Yarmouth	302 24
Shediac	650 56		
Shippegan	1 96	Total	10,923 47
St. Andrews	55 18		
St. George	35 64	<i>British Columbia.</i>	
St. John	5,025 34	Victoria	2,612 25
St. Stephens	111 57		
West Isles	10 44	<i>Prince Edward Island.</i>	
Total	11,407 35	Charlottetown	808 16
		Summerside	12 00
		Total	820 16

RECAPITULATION.

	\$ cts.
Quebec	18,901 84
New Brunswick	11,407 35
Nova Scotia	10,923 47
British Columbia	2,612 25
Prince Edward Island	820 16
Total	44,665 07

APPENDIX No. 32.

STATEMENT of Expenditure on account of Cape Race Lighthouse and Fog Whistle, Newfoundland.

		\$	cts.
Imperial Board of Trade, London.....	Dues on tonnage for the year ended 30th June, 1878, as follows :		
	133,458 tons at $\frac{1}{2}$ penny sterling }		
	158,445 do $\frac{1}{4}$ do }		
		627	13

JOHN TILTON,
Accountant.

WM. SMITH,
Deputy Minister of Marine and Fisheries.

APPENDIX No. 33.

STATEMENT of Expenditure for the Removal of Obstructions in Navigable Rivers, for the Fiscal Year ended 30th June, 1878.

		\$	cts.
G. B. Burland	Advertising in <i>L'Opinion Publique</i> removal of wrecked Barque "Emigrant"	12	00

JOHN TILTON,
Accountant.

WM. SMITH,
Deputy Minister of Marine and Fisheries

APPENDIX No. 34.

STATEMENT of Expenditure in connection with "Cost of Enquiry respecting disposal of Sawdust and Mill Rubbish in Navigable Waters," for the Fiscal Year ended 30th June, 1878.

		\$ cts.
John Mather	On account of cost of enquiry..	450 00

JOHN TILTON,
Accountant.

WM. SMITH,
Deputy Minister of Marine and Fisheries.

APPENDIX No. 35.

STATEMENT of Expenditure on account of the Winter Communication
between Prince Edward Island and the Mainland, for the Fiscal Year
ended 30th June, 1878.

STEAMER "NORTHERN LIGHT."		\$ cts.	\$ cts.
Capt. Finlayson.....	13 months' salary as Captain, from 13th May, 1877, to 13th June, 1878.....	975 00	
William Mitchell.....	Wages of officers and crew from 13th May, 1877, to 13th June, 1878.....	4,813 96	
Capt. Finlayson.....	Repairs to the vessel.....	1,307 92	
A. Kennedy	Plate and square iron.....	13 71	
H. McMillan.....	Iron plates, labour, bolts, steel chisels and tubes...	394 51	
Capt. P. A. Scott.....	Travelling expenses.....	59 79	
A. McDonald.....	do and 2 days' services as Engi- neer	17 00	
Donald McLeod.....	Pilotage.....	8 00	
J. McMillan.....	Board of Engineer at Pictou, 18½ weeks, at \$4.....	74 32	
J. & J. Yorston.....	Wages of workmen, \$157 75; materials and slip dues, \$6,500.....	6,657 75	
Capt. Finlayson	Boarding in Pictou 18½ weeks at \$5.....	91 43	
Acadia Coal Co.	98½ tons, \$221.54; 56½ tons, \$1,268.76; 225 tons, \$507.50.....	1,997 80	
W. H. Davis	Repairs to machinery.....	323 45	
Wm. Mitchell.....	Travelling expenses, boarding crew, washing and bedding.....	127 54	
G. Davis & Co... ..	Olive oil.....	57 00	
Ann Pendergross	Washing and bedding.....	9 00	
E. D. Stair.....	Fitting up cabin	132 12	
Beer & Sons	Plush, rubber, cloth and wall paper.....	32 45	
J. & W. Beer.....	Carpeting, oil cloth, wall paper and matting.....	143 89	
Joseph Wightman.....	Freight of coal and stowing	186 25	
R. Slogget.....	Survey, fee and expenses at Georgetown.....	80 00	
John Scott	3 wheelbarrows and lettering	18 00	
J. B. Alchorn.....	Glass and crockeryware	47 34	
T. McAvity & Sons.....	3 improved steam gauges, \$60; steam pump, \$426.25;	486 25	
McDonald & Westaway...	Truckage, shovelling, labour, groceries and pro- visions.....	530 46	
Joseph Newson.....	4 straw mattresses	9 00	
George Davies.....	Bedding.....	76 21	
Dodd & Rodgers	Iron plates, rubber, olive oil and cylinder	608 77	
Nova Scotia Forge Co...	Materials and blacksmith's work whilst on slip.....	2,534 56	
Anglo-American Tele- graph Co.....	Telegrams.....	24 55	
S. McDonald.....	Freight of coals from Pictou to Georgetown.....	101 78	
James Turner.....	Board of Engineer in Charlottetown, 11 week at \$4	44 00	
A. A. Baldwin.....	Hardware.....	20 00	
James Burrows	Beef, vegetables and pork.....	320 55	
Macdonald & Co.....	Copper cylinder brazed and riveted; smith's labor and travelling expenses.....	555 15	
Noonan & Davies	Watching, attending to mails, coaling, shipping and freight.....	402 20	
W. B. Allin.....	Copper and blacksmith's repairs	49 00	
John Gillis.....	Freight of coal, Pictou to Georgetown.....	285 00	
Angus McPhail.....	Rope, blocks and smith's work.....	5 96	
Edward Morrissey	Iron and brass works	18 75	
James Sullivan	Patent anchor.....	57 15	
Carried forward.....		23,807 57	

**STATEMENT of Expenditure on account of the Winter Communication
between Prince Edward Island and the Mainland, etc.—Continued.**

		\$ cts.	\$ cts.
	Brought forward.....	23,807 57	-----
	STEAMER "NORTHERN LIGHT."—Continued.		
David Small	Cotton duck, boat cover, covering stern pipes	14 81	
Albert Fillmore.....	Beef, provisions, milk and washing.....	652 06	
J. D. McLeod	Groceries and provisions at Charlottetown.....	710 90	
Stairs Son & Morrow.....	One coil of rope.....	49 29	
Prince Edward Island Railway Co.	Freight of pump, rope, etc.....	8 82	
Peake Bros. & Co.....	Side and cabin lights, oakum, rope, etc.....	53 35	
F. G. Gabel	Cork jackets.....	19 80	
W. McDonald.....	Repairs to steam pump and joiner's work.....	28 66	
J. Wightman	Hauling coal.....	16 08	
Herbert Meagher.....	Provisions	315 00	
Henry Lawson.....	Advertising time table in Charlottetown <i>Patriot</i> ...	27 66	
	ADD—Unadjusted account of Government Workshops—* <i>Via</i> Note		25,704 00
	Total.		3,229 63
			28,933 63

* **NOTE**—In addition to the above expenditure of \$25,704.00, accounts for material and repairs were incurred at the Government workshops at Charlottetown and Pictou, amounting to the sum of \$3,229.63, against which the Intercolonial Railway collected for passages and freight by the "Northern Light," \$2,832.85, which sum has been placed at credit the vessel's earnings.

WM. SMITH,
Deputy Minister of Marine and Fisheries.

JOHN TILTON,
Accountant.

APPENDIX No. 36.

**STATEMENT of Amount of Collections and Expenditure on account of
Harbour Improvements, collected at the undermentioned Ports at
which Tonnage Dues have been imposed by Proclamation, for the
Fiscal Year ended 30th June, 1878.**

QUEBEC.	\$ cts.	\$ cts.
Gaspé.....	5 90	
Magdalen Islands.....	185 30	
		191 30
NEW BRUNSWICK.		
Richibucto	1,331 20	
Bathurst.....	443 52	
		1,774 72
NOVA SCOTIA.		
Sydney.....		3,931 45
Grand Total		5,897 37

APPENDIX No. 37.

REPORT ON THE MARINE HOSPITAL, ST. ANDREWS, NEW BRUNSWICK, FOR THE FISCAL YEAR ENDED 30TH JUNE, 1878.

9th September, 1878.

SIR,—I have the honour of forwarding herewith the Annual Report and Account of this Hospital for the information of the Department of Marine and Fisheries.

Owing to the continual depression of the coasting trade with the United States and the consequent laying up of many vessels engaged therein, the employment of the usual tonnage has decreased, and therefore the admissions to the Hospital have as a result been less.

Seventy-six weeks and two days board and nursing seamen were paid the matron and keeper.

The decrease in the expenditure as compared with the previous year is seventy-eight dollars and twenty-seven cents.

Dr.

Expenditure for quarter ended September 30, 1877.....	\$181 86
“ “ December 31, 1877.....	174 41
“ “ March 31, 1878.....	152 11
“ “ June 30, 1878.....	132 15
	\$640 53

Cr.

By receipts for above periods in quarterly payments for said respective sums per J. H. Harding, Esq., Agent of the Department at St. John, N.B	\$640 53
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I have the honour to be, Sir,

Your obedient servant,

S. T. GOVE,

Medical Superintendent Marine Hospital.

WILLIAM SMITH, Esq.,
Deputy Minister of Marine and Fisheries.

APPENDIX No. 38.

STATEMENT of Expenditure on account of Re-measurement of Steamers in Inland Waters, for the Fiscal Year ended 30th June, 1878.

To whom paid.	Service.	Amount.	Total.
		\$ cts.	\$ cts ¹
W. M. Somerville.....	On account of services and travelling expenses.....	774 69	
W. B. Weir.....	Services and travelling expenses re-measuring steamers.....	140 50	
J. Douglas	Expenses re-measuring steamers.....	25 00	
Jas. Clarke.....	do do	65 00	
E. Fraser.....	Surveying, &c. do	4 00	
D. Doty.....	do do	2 00	
D. D. O'Meara.....	Re-measuring steamer "Boston"	3 75	
G. Watson.....	do "Collingwood"	21 60	
A. McAllister.....	do at Kingston.....	61 00	
	Total.....	.....	\$1,087 54

Wm. SMITH,
Deputy Minister of Marine and Fisheries.

JOHN TILTON,
Accountant.

APPENDIX No. 39.

SCHEDULE of Fishery Officers in the Provinces of Ontario, Quebec, Nova Scotia, New Brunswick, Prince Edward Island, British Columbia, and Manitoba, appointed under the Fisheries Act (1868), with Districts, Post Office Address, Salary, &c., &c., distinguishing those who, being Fishery Overseers, are instructed to act *ex officio* as Magistrates, from those who act in the capacity of Fishery Wardens, and do not exercise magisterial powers.

Name.	District.	Address.	Overseer or Warden.	Salary.
				\$ cts.
Samuel Wilmot.....	Newcastle.....	Superintendent fish-breeding establishments in the Dominion.	2,000 00

PROVINCE OF ONTARIO.

Henry Hunt	Larue's Island.....	Rockport.....	Warden....	20 00
John Wallace.....	Lindoe Island.....	Lansdowne.....	do ...	50 00
J. D. McMillan.....	Lake St. Francis, from Cornwall to Côteau du Lac, on the north side, and from St. Régis to Valleyfield, on the south side, including Lake St. Francis and Salmon and La-Guerre Rivers	Dundee, P.Q.....	Overseer ..	50 00
John Mooney.....	Brockville to Cornwall	Prescott	do ...	200 00
Peter Kiel.....	Wolfe and Amherst Islands, and waters around down to Brockville, and inland waters, County of Frontenac	Wolfe Island.....	do ...	200 00
David Conger.....	Carrying Place to Point Peter.....	Wellington.....	do ...	100 00
Peter Huff, jun.....	West Point to Point Peter.....	Pictou.....	do ...	50 00
Eli Ketchum.....	Point Peter to Petticoat Point.....	Cherry Valley.....	do ...	50 00
Abraham Welbanks	Point Traverse to Black River Bluff, Prince Edward Bay, including Timber Island.....	South Bay.....	do ...	75 00
Wesley Hicks.....	Petticoat Point to Point Traverse and all islands within such limits excepting Timber Island	do	do ...	75 00
Wm. Plews.....	Black River to Bongard's Wharf.....	Prinyer.....	do ...	100 00
Charles Gilchrist..	Rice Lake and part of Lake Ontario, fronting on the County of Northumberland	Port Hope.....	do ...	400 00
Jos. L. Thompson.	Cole's Ferry to Prescott.....	Brockville.....	Warden....	50 00
Carried forward				1,420 00

SCHEDULE of Fishery Officers in the several Provinces, etc.—*Continued.*

PROVINCE OF ONTARIO.—*Continued.*

Name.	District.	Address.	Overseer or Warden.	Salary.
	Brought forward.....			\$ cts. 1,420 00
Hugh Thompson...	Westerly limit, County South Leeds to Cole's Ferry, and Islands opposite in St. Lawrence River, including Howe Island	Gananoque.....	Overseer ..	50 00
David Hamilton....	Charleston Lake, Gananoque Lake and River	Charleston Lake, P.O.	Warden....	50 00
A. J. Harrington ..	Lake Scugog, including Lindsay or Scugog River to its mouth	Port Perry.....	Overseer ..	50 00
John McAllister....	do do	Ormsarea....	Warden....	50 00
Alfred Knight.....	Lake shore and island waters, Counties of Lennox and Addington.....	Petworth.....	Overseer ..	200 00
Charles Wilkins ...	Waters of the Bay of Quinte fronting on County of Hastings, and from Carrying Place eastward to Mill Point in the Co. of Prince Edward.	Belleville.....	do ...	200 00
John W. Kerr.....	Whitby Harbor to Moulton Bay	Hamilton.....	do ...	500 00
James G. Wilcox....	River Credit, from mouth of river up to Norval.....	Port Credit.....	do ...	50 00
Chas. L. Bingham..	That part of the Counties of Norfolk and Haldimand fronting on Lake Erie and extending from the division line between the Counties of Elgin and Norfolk to the division line between the Townships of Rainham and South Cayuga.	Rowan Mills.....	do ...	250 00
Alex. McBride.....	That part of Lake Erie fronting on the County of Elgin	Port Burwell	do ...	50 00
John McMichael....	Lake Erie frontage, County of Kent.	Rond Eau	do ...	50 00
Andrew Hughson...	River Credit, from Orangeville to Norval, together with the Townships of Mono, East Garapaxa, Albion, Amaranth, Luther and Caledon to Church's Mills Cataract	Orangeville.....	do ...	50 00
Peter McCann... ..	From London to Thamesville on the Thames River	London.....	do ...	200 00
E. Boismier.....	Baptiste Creek on Lake St. Clair, to Point Pélée	Sandwich.....	do ...	200 00
James Cummins ...	Point Pélée Island	Kingsville.....	Warden....	50 00
David McMaster ...	Baby's Point, on River St. Clair, to Kettle Point, on Lake Huron	Sarnia.....	Overseer ..	200 00
A. C. McKinnon...	Kettle Point to Point Clarke, Lake Huron	Goderich.....	do ...	100 00
James Muir.....	Point Clarke to Cape Hurd, including adjacent islands	Port Elgin	do ...	100 00
Geo. S. Miller.....	Owen Sound to Cape Hurd	Owen Sound	do ...	100 00
James Patton.....	Collingwood to Point Rich	Collingwood	do ...	250 00
Samuel Fraser.....	Point Ockburn to Moose Point.....	Midland.....	do ...	100 00
Farquhar McRae...	Sydenham River and Lake St. Clair, from Baptiste Creek to Baby's Point	Wallaceburg.....	do ...	150 00
Geo. B. Abrey	Manitoulin Islands and adjacent islands in Lake Huron	Little Current.....	do ...	100 00
Wm. McGown	From Moose Deer Point to Byng Inlet, Georgian Bay	Parry Sound.....	Warden....	50 00
Jos. Wilson.....	Thessalon River to head of Lake Superior	Sault Ste. Marie	Overseer ..	100 00
James Dickson.....	Lake Superior, extending from Slate Island to mouth of Pigeon River	Prince Arthur's Land'g	do ...	100 00
	Carried forward			4,770 00

SCHEDULE of Fishery Officers in the several Provinces, etc.—Continued.

PROVINCE OF ONTARIO.—Continued.

Name.	District.	Address.	Overseer or Warden.	Salary.
	Brought forward			\$ cts. 4,770 00
Alex. McKenzie....	Lake Simcoe and tributaries.....	Barrie	Overseer ..	50 00
Wm. Hastings....	Lake Simcoe from Cook's Bay to Beaverton	Roach's Point.....	do	50 00
George Cochrane..	Inland Waters, Co. Peterboro', in- cluding Pigeon, Deer, Salmon- Trout, Stony, Sturgeon and Che- mong Lakes	Lakefield.....	do	250 00
Daniel Bowen.....	Upper Division or East Riding, Co. Peterboro', comprising waters of Gull and Burnt Rivers and tribu- taries, together with Drag, Eagle, Moose, Redstone, Crooked and other lakes within such limits.....	Haliburton	do	100 00
James McFadden..	Mississippi River and Lake.....	Carleton Place..	do	30 00
Jno. Lyon.....	Madawaska River and Lake des Chats	Arnprior.....	do	50 00
Andrew Telfer....	Bonnechère River and Lakes, Co. Renfrew	Sand Point	do	50 00
James Sutherland..	Inland waters, N.R. County Victoria, north of Sturgeon Lake and above Fenelon Falls	Woodville.....	do	100 00
John McGregor....	Rideau Lakes	Westport	Warden....	75 00
Henry Lawe.....	Grand River from mouth of Caledonia and that part of Lake Erie extend- ing from South Cayuga to Moulton Bay	Dunnville.....	Overseer..	100 00
Robert Watt.....	Grand River and its tributaries from Brantford upwards	Brantford.....	do	100 00
Wm. E. Foot.....	Lakes Muskoka, Rosseau, Joseph, Lake of Bays and the Maganetawan River	Bracebridge	do	125 00
Wellington Hull..	The Rivers Credit and Speed, with their tributaries, in the townships of Eramosa,, Erin, Caledon and Esquessing.	Erin.....	do	50 00
John Morrow.....	Upper waters of the River Madawaska and tributaries in the County of Renfrew	Dacre, P.O.....	do	25 00
M. L. Russell	Upper waters of the River Bonne- chère, and tributaries in the County of Renfrew	Renfrew	do	25 00
W. D. Pollock....	Twelve and Sixteen Mile Creeks in the County of Halton	Bronté.....	Warden ..	30 00
John A. Cameron..	Inland waters of the Townships of Bedford, Oso, Olden, Palmerston, Clarendon and Miller in the County of Addington.....	Westport	Overseer..	50 00
Hugh McFayden...	Head waters of Saugreen River, and tributaries	Durham.....	do	40 00
Timothy McQueen.	That part of the River Thames ex- tending from its mouth to Lewis- ville	Chatbam.....	do	50 00
Angus Brady	That part of the River Thames ex- tending from Lewisville to Cash- mere	Cashmere.....	do	40 00
Thomas Cartier....	River Thames.....	Tilbury West.....	Guardian..	20 00
	Total.....			6,180 00

SCHEDULE of Fishery Officers in the several Provinces, etc.—*Continued.*

PROVINCE OF QUEBEC.

Name.	District.	Address.	Overseer or Warden.	Salary.
				\$ cts.
Napoleon Lavoie...	Lower St. Lawrence River and Gulf.	Gaspé Basin (in summer), L'Islet (in winter).....	Officer in charge of Gov. st'm-r for protection of Fisheries..	1,400 00
			Overseer.	
Olovis Caron.....	Point Lévis to River Ouelle	L'Islet.	do ...	200 00
Jules Gauvreau.....	River Ouelle to Point à la Loupe, Green Island	Isle Verte.....	do ...	100 00
H. Martin.....	Point à la Loupe, Green Island, to Rimouski River (same included).....	Rimouski.....	do ...	100 00
L. E. Grondin.....	Rimouski to River Blanche.....	do	do ...	100 00
Vital Charest.....	River Blanche to Cape Chatte.....	Mataue.....	do ...	100 00
George Gagnon.....	Inland waters, County Témiscouata.....	St. Epiphane.....	Warden ...	30 00
Cyrille Dubé.....	Lake Témiscouata and neighboring waters, County Témiscouata.....	Notre Dame du Lac.....	do ...	30 00
Alfred Blais.....	Lake Matapedia and River Matapedia to Causapsal	Causapsal	Overseer...	100 00
J. J. Letourneau...	Cape Chatte to River Ste. Anne des Monts	Ste. Anne des Monts...	do ...	100 00
P. Vibert, jun.....	York, Dartmouth and St. John Rivers, Gaspé Basin to Point Maquereau.....	Gaspé Basin.....	do ...	200 00
John Phelan.....	Point Maquereau to Paspebiac Point.....	Port Daniel.....	do ...	50 00
R. W. H. Dimock.....	Paspebiac Point to Maguasha Point.....	New Richmond	do ...	200 00
John Mowat	That part of the County of Bonaventure extending from Maguasha Point upwards, and including the Rivers Matapedia and Restigouche and their tributaries.....	Dee Side, Matapedia...	do ...	300 00
Daniel Rosa.....	Lakes Beauport, St. Charles and adjacent Lakes.....	Quebec.....	Warden ...	50 00
L. P. Huot.....	Lakes Philippe, Gagné and adjacent Lakes, and the inland of Orleans.....	St. Roch, Quebec	Overseer...	100 00
J. E. Demeule.....	River du Gouffre to Canard River, including inland Lakes adjacent to Murray Bay and St. Paul's Bay	Murray Bay	do ...	50 00
Etienne Tremblay. }	Lakes in rear of Murray Bay and Bay St. Paul.....	Bay St. Paul.....	Warden ...	30 00
Jos. Simard.....		St. Agnès.....	do ...	40 00
Antoine Filion.....		Bay St. Paul.....	do ...	30 00
T. E. Saucier.....	Waters in Counties of Chicoutimi and Saguenay.....	Chicoutimi.....	Overseer...	150 00
Job Bilodeau.....	Lake St. John and tributaries, Upper Saguenay	Metabecheouan	Warden ...	50 00
Joseph Boily.....	Escoumains to Bersimis.....	Mille Vaches.....	do ...	50 00
G. L. Duguay.....	North Shore, from Manicouagan to Point des Monts, including Becscie Mistassini and Godbout Rivers	Godbout.....	do ...	150 00
J. O. Belanger.....	North Shore River St. Lawrence, from Point des Monts to Baie des Rochers, including Trinity and Pentecote Rivers.....	Montmagny	do ...	150 00
G. Mathurin.....	Moisie District, from Point Jambon to Point St. Charles, including Moisie River.....	Natashquan	Overseer...	150 00
D. B. McGie.....	Esquimaux Point to Sheldrake River.	Port Daniel.....	do ...	100 00
Carried forward				4,110 00

SCHEDULE of Fishery Officers in the several Provinces, etc. —Continued.

PROVINCE OF QUEBEC.—Continued.

Name.	District.	Address.	Overseer or Warden.	Salary.
	Brought forward.....			\$ etc. 4,110 00
P. C. Gobeil.....	Watsheeshoo District, from Ateepetal Bay West to Little Watsheeshoo River East	Natashquan.....	Warden ...	150 00
J. B. Couillard.....	Western Division Natashquan, including River Agwanus, Nabissippi and Natashquan	Natashquan.....	Overseer ..	150 00
J. Legouvé.....	St Augustine Division, from Cape Whittle to Obecatica	Pacashoo.....	Warden ...	100 00
W. H. Whitely.....	Bonne Espérance Division, from Obecatica to Blanc Sablon.....	Bonne Espérance	do ...	100 00
J. J. Fox.....	Magdalen Islands	Amherst	Overseer ..	50 00
W. O. Willis.....	Waters in District of St. Francis.....	Sherbrooke	do ...	150 00
H. W. Austin.....	Richelieu River and tributaries from Sorel to St. John	Chambly	do ...	200 00
S. F. Copp.....	Lake Memphremagog, in the Counties of Stanstead and Brumè	Georgeville.....	do ...	100 00
J. B. Chevalier.....	Richelieu River, from St. John to Lake Champlain.....	Iberville	do ...	100 00
Pierre Latraverse.	That part of the River St. Lawrence bordering on the Counties of Richelieu, Yamaaka and Berthier, in the Province of Quebec, including Sorel and adjoining Islands.....	Sorel.....	Warden ...	100 00
P. E. Luke	Missisquoi Bay in Lake Champlain and Pike River.....	Phillipsburg.....	Overseer...	50 00
Wm. Clyde.....	Chateauguay River and tributaries....	Huntingdon	do ...	50 00
Andrew Watt	River Chateauguay, from mouth to village	Chateauguay Basin	do ...	50 00
Alexander Beaton.	The inland waters in rear of the County of Argenteuil.....	Lost River, P.O., Harrington.....	do ...	30 00
L. J. Loranger.....	The inland waters of the County of Terrebonne	St. Sauveur.....	do ...	100 00
Thomas Evans.....	Inland waters of the Townships of Gore, Wentworth and Howard, in the County of Argenteuil, and those of the Seignior of Mille Isle and Township of Morin, in the County of Terrebonne	Lakefield	do ...	30 00
Duncan Dewar.....	Inland waters, Seignior of Argenteuil, in the Townships of Chatham and Grenville, in the County of Argenteuil	St. Andrews	do ...	30 00
J. B. Gerin Lajoie.	Inland waters and Lakes in the Counties of St. Maurice and Champlain..	Ste. Flore	do ...	40 00
Olivier Laféche....	That part of the River St. Lawrence fronting Counties of Berthier and Maskinonge	River du Loup(en haut)	do ...	40 00
Wm. McLeod	Washeecoutai Division, comprising the Rivers Kegaska, Musquarro, Washeecoutai, and Romaine or Olomonosheeboo.....	Port Daniel.....	do ...	100 00
Evariste Chaurette	Lake of Two Mountains, together with that part of River des Prairies fronting on the County of Jacques Cartier.....	Ste. Geneviève.....	do ...	50 00
	Total.....			5,880 00

SCHEDULE of Fishery Officers in the several Provinces, etc.—Continued.

PROVINCE OF NOVA SCOTIA.

Name.	District.	Address.	Overseer or Warden.	Salary.
				\$ cts.
W. H. Wyld.....	Nova Scotia.....	Port Mulgrave.....	Inspector of Fisheries.....	1,400 00
W. H. Rogers.....	do	Amherst.....	Fishery Officer...	800 00
<i>Annapolis County.</i>				
W. T. Carty.....	Annapolis County	Annapolis.....	Overseer ..	120 00
Miner Clark	Laurencetown Bridge to Clarke's Ferry.....	Bridgetown	Warden ...	25 00
James B. Dobson.....	Laurencetown Bridge to County Line, including Nictaux River.....	Laurencetown	do ...	25 00
Charles Bartaux	Nictaux River	Wilmot	do ...	25 00
J. H. Pineo.....	Lovett's Brook	Round Hill.....	do ...	25 00
Thomas Devers.....	Annapolis and Languille Rivers.....	Annapolis.....	do ...	25 00
A. F. Morton.	Annapolis River.....	Wilmot.....	do ...	25 00
J. H. Parker.....	Nictaux River.....	Nictaux	do ...	25 00
<i>Antigonish County.</i>				
A. W. McDonald...	Antigonish County	Antigonish.....	Overseer ..	125 00
Angus McDonald...	From mouth of Harbour to foot of Marsh thence up Tracadie stream to lake, from Marsh up to Monastery Brook, including French Settlement Brook and Tarbitta.....	Tracadie	Warden ...	25 00
J. R. Aymer.....	From mouth of Harbour to Forks, from thence on the Pomquet River to V. Chisholm's Mills, and from Forks on the Black River to Falls.....	Pomquet Forks, Antigonish.....	do ...	25 00
Albert Randall.....	From shore to lake	Bayfield, W.O.....	do ...	15 00
Colin Chisholm.....	From Antigonish Harbor to McWilliams or St. Andrew's Bridge.....	Lower South River, Antigonish.....	do ...	25 00
Lochlin Cameron ..	From McWilliam's Bridge to Frazer's Bridge, including Big Brook	Upper South River, Antigonish	do ...	30 00
John Cumming	From Frazer's Bridge to County line at head of lake	Upper South River, Antigonish.....	do ...	20 00
John Dexter.....	From Antigonish Harbor (foot of marsh), to Trotter's Mill Brook, thence up said Brook to Trotter's Mill, including both branches of West River and Bailey's Brook	Antigonish.....	do ...	30 00
Donald Chisholm...	From Trotter's Mill Brook to W. Thompson's dam	Salt Springs, Antigonish	do ...	25 00
Alex. Macadam.....	From Thompson's Dam to Addington Forks' Bridge	West River, Addington Forks, Antigonish.....	do ...	25 00
Hugh Cameron.....	From Forks' Bridge to Pinkeytown Bridge, including Jones River and Beaver River	Addington, W.O.....	do ...	25 00
Duncan Fraser.....	From Pinkeytown Bridge to Stewart's Mill.....	Ohio.....	do ...	20 00
Carried forward				2,885 00

SCHEDULE of Fishery Officers in the several Provinces, etc.—*Continued.*

PROVINCE OF NOVA SCOTIA.—*Continued.*

Name.	Distict.	Address.	Overseer or Warden.	Salary.
	Brought forward.....			\$ 2,885 00
	<i>Antigonish County.—Continued.</i>			
James Chisholm....	From Campbell's Rock, on Pomquet River to V. Chisholm's Mill on the Eastern Branch, and to Alexander McDonald's Mill on the Western Branch	St. Andrews	Warden ...	25 00
James McDougald.	From John McDonald (Bun's) Cove, north side of Cape George, to Creb- bing Head, St. George's Bay	McNair's Cove, Cape George	do ...	25 00
	<i>Cape Breton County.</i>			
Francis Quinan....	From Low Point to South Head of Cow Bay, and north side of Mira Bay, including Salmon River and Sydney River.....	Sydney	Overseer ..	120 00
Anthony Spencer..	Mira River, Black Brook.....	Mira Gut, W.O.....	Warden ...	25 00
Wm. Burke.....	Mira Bridge and Trout Brook	Burke's Bridge, Mira River	do ...	25 00
John McEachen....	Salmon River	Grand Mira, Arichat...	do ...	25 00
Thos. Moore.....	Balls and Leitch's Creeks	North Sydney.....	do ...	20 00
Donald McDonald..	Sydney River and Forks.....	Lingan	do ...	20 00
Alex. McLean.....	Mill Brook	Mill Brook.....	do ...	20 00
York Barrington...	North of East Bay to Head of Sydney River, including part of Boularderie Island.....	Sydney Mines.....	Overseer ..	120 00
Alex. McDonald...	South of East Bay to Salmon River...	East Bay.....	Warden ...	120 00
Allan McAdam.....	Eskasoni	Eskasoni	do ...	25 00
Angus Morrison....	Marion Bridge, Mira.....	Marion Bridge, Mira...	do ...	25 00
Denis Murphy.....	Ponds, Sydney Mines	Ponds, Sydney Mines ..	do ...	25 00
D. McDonald.....	Salmon Holes, Sydney Forks.....	Sydney	do ...	25 00
M. McLeilan.....	Rory Brack's Brook	Rory Brack's Brook...	do ...	25 00
P. Keefe.....	North-West Brook, Grand Lake and tributaries	Lingan	do ...	25 00
Donald M'Cormack	Leitch's Creek and George's River...	Leitch's Creek, W.O..	do ...	25 00
John McNeil.....	Beneradie River emptying into Bras d'Or Lake.....	Beneradie, W.O.	do ...	25 00
	<i>Colchester County.</i>			
G. N. Christie	Salmon River	Truro	Warden ...	25 00
Samuel Frame.....	Shubenacadie River	Shubenacadie River...	do ...	25 00
R. J. Pollock.....	Stewiacke River (lower portion) ..	Lower Stewiackie ..	Overseer ..	75 00
George Fulton.....	do (upper portion)	Stewiacke River, Brook...		
J. Bonyman.....	Northern Division, Co. Colchester, comprising Tatamagouche Bay, French and Waugh's Rivers.....	field	Warden ...	25 00
J. W. Davison	Colchester County, West Division...	New Annan	Overseer ..	40 00
J. Urquhart	Waugh's River	Upper Economy	do ...	100 00
W. McElheney.....	De Bert River.....	Tatamagouche River...	Warden ...	50 00
Henry Urquhart...	Folly River.....	Londonderry.....	do ...	25 00
T. Davidson, 2nd..	Portapique River.....	do	do ...	25 00
George Moore.....	Economy River	Portapique, W.O	do ...	25 00
Mat. G. Murray...	Salmon River	Economy	do ...	25 00
William Winton...	Lower Stewiacke River.....	Truro	do ...	25 00
Alfred Wright.....	do do	Lower Stewiacke ..	do ...	25 00
	Carried forward			4,145 00

SCHEDULE of Fishery Officers in the several Provinces, etc.—*Continued.*

PROVINCE OF NOVA SCOTIA.—*Continued.*

Name.	District.	Address.	Overseer or Warden.	Salary.
	Brought forward.....			\$ cts. 4,145 00
	<i>Cumberland County.</i>			
Isaac J. Hingley...	Cumberland Co., Eastern Division, embracing all streams emptying into the Straits of Northumberland	Oxford.....	Overseer ..	100 00
Oliver Fillmore...	River Philip Hanam's Falls, upwards	River Philip	Warden ...	25 00
John W. Moore.....	do do downwards	do	do ...	25 00
Jer. Brownell	Shinimicas River.....	Shinimicas, Goose River	do ...	25 00
Asa Fillmore	River Philip	River Philip.....	do ...	25 00
James King.....	Cumberland County, Western Division, including all streams flowing into the Bay of Fundy	Amherst.....	Overseer ..	100 00
David Corbett	Laplanche and Nappan Rivers.....	do	Warden ...	25 00
Moses Harrison	Maccan Rivers	Maccan, W O.....	do ...	25 00
C. Pugsley	River Hebert	River Hebert	do ...	25 00
Francis L. Jenks....	Parrsboro' Head	Parrsboro'	do ...	25 00
Henry Fountain.....	Wallace River	Wallace.....	do ...	30 00
Elijah Fowler.....	Diligent, Ramshead and Fox Rivers, including fisheries from Partridge Island to Spencer Island.....	Diligent River, Parrs- boro'	do ...	30 00
	<i>Digby County.</i>			
J. H. Morehouse ...	Digby County	Hillsburg	Overseer ..	120 00
Abraham L. Gavil ..	J. J. Jins River.....	Digby	Warden ...	25 00
J. M. Devault	Salmon River.....	Salmon River, W.O.....	do ...	25 00
Lochlin McKay	St. Mary's Bay.....	St. Mary's Bay, W.O ..	do ...	25 00
Robert Journey.....	Sissaboo River	Weymouth	do ...	25 00
J. P. Thibodeau.....	Metaghan River and Comeau's Brook	Metaghan River.....	do ...	25 00
Holland E. Payson ..	Brier and Long Island.....	Brier Island.....	Overseer ..	50 00
Louis A. Mélançon ..	West Division Digby County, below Sissaboo River	Clare.....	do ...	75 00
	<i>Guysborough County.</i>			
James A. Tory.....	Guysborough County	Guysborough.....	Overseer ..	150 00
James Cook	Salmon River from mouth to Gra- ham's West Line	Salmon River, W.O.....	Warden ...	25 00
James Cahill.....	From Graham's West Line to Foot of Neil's Lake, including North Branch and Lake.....	Salmon River, W.O.....	do ...	20 00
Charles Kenny.....	From foot of Neil's Lake to Beaver Dam Lake, inclusive, and all the lakes through which it passes... ..	Salmon River, West Branch, Guysboro'...	do ...	15 00
Donald Gunn.....	From mouth of Scott's Place to Country Harbor Lake, including Gunn's Brook, from Main River to Hurley's Lake	Cross Roads.....	do ...	30 00
William Pride	From mouth of St. Mary's River to Sinclair's Point, including stream from Wine Harbor to Lake	Sherbrooke, St. Mary's	do ...	30 00
Thomas McKeen ...	From Forks to County Line, includ- ing McQueen's Mill and Brook to Lake.....	Melrose.....	do ...	30 00
	Carried forward			5,275 00

SCHEDULE of Fishery Officers in the several Provinces, etc.—*Continued.*

PROVINCE OF NOVA SCOTIA.—*Continued.*

Name.	District.	Address.	Overseer or Warden.	Salary.
	Brought forward.....			\$ cts. 5,275 00
	<i>Guysborough County.—Continued.</i>			
Edward Jordan.....	From Forks to Indian Man's Brook....	Glenelg.....	Warden ...	30 00
Robert McKay.....	From head of tide to head of Intervale on the North Branch, and to Cameron's Mill on the Valley Branch.....	Guysborough, Intervale, W.O.....	do ..	15 00
James R. Bruce.....	From mouth of Clam Harbor River to Upper Falls.....	Guysborough.....	do ...	10 00
James Nickerson...	From Beach to Falls, including North West Brook.....	New Harbor, W.O.....	do ...	15 00
Allan McQuarrie...	St. Mary's River.....	St. Mary's River, Sherbrooke.....	do ...	40 00
John McDaniel.....	District of St. Mary's.....	Sherbrooke.....	Overseer ..	100 00
Adam Kirk.....	St. Mary's River extending from Alex. Ross' (above still waters) to Hugh Halters' on the West River....	Glenelg	Warden ...	20 00
Alex. Ross	St. Mary's River	Stillwater	do ...	25 00
D. McC. Sinclair...	From Sinclair's Mill to Headwater....	Goshen	do ...	20 00
Luke Harpell.....	From mouth to head of Indian River	Indian River, St. Mary's District.....	do ...	15 00
D. Cameron, sen...	West River St. Mary's from Wallace Bridge to head of River.....	Upper Caledonia.....	do ...	20 00
Frederick Mattie...	Tracadie River in Counties of Guysboro' and Antigonish.....	Tracadie, County of Antigonish.....	do ...	15 00
	<i>Hali x County.</i>			
William Anderson	Halifax County, East Division, Dartmouth to Ecum Secum	Musquodoboit Harbor..	Overseer ..	150 00
James Blakely.....	From Ship Harbor to Chezzetcook, inclusive.....	Ship Harbor.....	Warden ...	30 00
William Hall.....	Sheet Harbor.....	Sheet Harbor.....	do ...	40 00
John Fitzgerald...	Halifax Harbor to Margaret Bay, Portuguese Cove.....	Portuguese Cove.	Overseer ..	150 00
Archibald Kidston	From Peggy's Cove to Terrance Bay, Nine Mile and Prospect Rivers.....	Spryfield	Warden ...	40 00
Nathaniel Mason...	From Hubert's to Peggy's Cove, Margaret Bay, Ingraham and Indian Rivers.....	Margaret Bay, Peggy's Cove, W.O.....	do ...	40 00
Daniel Mosher.....	Cow Bay Run.....	Cow Bay, Dartmouth..	do ...	20 00
Donald McOleam...	Chezsetcook River.....	Chezsetcook River.....	do ...	30 00
Henry Balcum.....	Salmon River.....	Salmon River.....	do ...	30 00
John McCurdy.....	Middle Musquodoboit.....	Middle Musquodoboit..	do ...	30 00
James Miller.....	Tangier River.....	Tangier River.....	do ...	30 00
Neil McLean.....	Pennant River	Hubbard's Cove.....	do ...	40 00
Jas. Gardner.....	Musquodoboit Harbor	Musquodoboit Harbor..	do ...	30 00
John Taylor.....	Little Musquodoboit River.....	Little Musquodoboit River.....	do ...	30 00
Geo. Parker.....	Upper Musquodoboit.....	Upper Musquodoboit River.....	do ...	20 00
Daniel Cameron...	Mosher's River and Ecum Secum and Smith's Brook.....	Mosher's River.....	do ...	30 00
Geo. Keizer.....	Lake Porter and streams.....	Lake Porter.....	do ...	30 00
	Carried forward			6,390 00

SCHEDULE of Fishery Officers in the several Provinces, etc.—*Continued.*

PROVINCE OF NOVA SCOTIA.—*Continued.*

Name.	District.	Address.	Overseer or Warden.	Salary.
	Brought forward.....			\$ cts. 6,390 00
	<i>Halifax County.—Continued.</i>			
Wm. Geo. Walker.	Little Salmon River.....	Little Salmon River, Preston Road.....	Warden...	20 00
James Crook.....	Big Salmon River or Lawrencetown River.....	Lawrencetown.....	do ...	25 00
F. G. Tolson.....	Sackville River.....	Sackville River.....	do ...	40 00
	<i>Hants County.</i>			
P. S. Burnham.....	Hants County, Western Division, from Western County Line to Walton.....	Windsor.....	Overseer...	100 00
John B. Colter.....	Shubenacadie River.....	Milford.....	do ...	30 00
James Mosher.....	Rivers Meander and Hebert, from mouth to source.....	Brooklyn.....	Warden...	30 00
T. B. O'Brien.....	East Division, from Walton to Col- chester Line.....	Maitland.....	Overseer...	100 00
Joseph Mosher.....	Kennetcook River, from mouth to head of tide.....	Newport.....	Warden...	50 00
James M. O'Brien..	Walton and Kennetcook Rivers.....	Maitland.....	do ...	30 00
	<i>Inverness County.</i>			
Hugh Gillis.....	Inverness County, East Division.....	Forks Margaree.....	Overseer...	100 00
Murdoch A. Ross..	do do	N.E. Margaree.....	do ...	100 00
Peter Coady.....	From mouth of Margaree River to South-west Chapel	S.W. Margaree, W.O...	do ...	25 00
Neil McKay.....	Upper Waters and tributaries, Mar- garee River.....	S.W. Margaree River..	Warden...	25 00
John Cameron.....	Inverness County, Western Division..	River Inhabitants.....	Overseer...	100 00
John Meagher.....	Mabou River	Mabou	Warden...	25 00
Michael McDonald	River Dennis	River Dennis, W.O.....	do ...	25 00
Donald McDonald.	River Inhabitants	River Inhabitants, W.O	do ...	25 00
A. McLellan.....	do	Broad Cove.....	do ...	25 00
Hugh Cameron.....	do	S.W. Mabou.....	do ...	25 00
James McGarry.....	Ainslie Lake	Margaree.....	do ...	25 00
nneth McKenzie	Crowdis Bridge to head of river.....	Big Intervale, Mar- garee, W.O.....	do ...	25 00
Malcolm McLeod..	do do	N.E. Margaree	do ...	25 00
Mark Crowdis.....	From Crowdis Bridge to Forks, North- east Margaree River.	Big Intervale.....	do ...	25 00
George Ingraham..	do do	N.E. Margaree	do ...	25 00
John Carroll.....	From Margaree Harbor to South-west Chapel	S.W. Margaree.	do ...	25 00
Donald McDonald.	Whycocomagh Bay	Whycocomagh.....	do ...	25 00
Malcolm McKay....	Trout River	Lake Ainslie.....	do ...	20 00
	<i>King's County.</i>			
Adolphus Bishop..	King's County.....	Kentville.....	Overseer...	125 00
John E. Starr.....	do	Port William.....	do ...	250 00
W. McIntyre.....	Annapolis River.....	Kentville.....	Warden...	30 00
Irish Benjamin.....	Gaspereaux	Gaspereaux	do ...	20 00
John Buchanan....	do	do	do ...	20 00
Elias Bishop.....	do	do	do ...	20 00
	Carried forward			7,950 00

SCHEDULE of Fishery Officers in the several Provinces, etc.—*Continued.*

PROVINCE OF NOVA SCOTIA.—*Continued.*

Name.	District.	Address.	Overseer or Warden.	Salary.
	Brought forward			\$ cts. 7,950 00
	<i>Lunenburg County.</i>			
Geo. Redden.....	Lunenburg County, East Division			
	Middle, Gold, Martins and Mush-			
	mush Rivers	Chester.....	Overseer..	100 00
Geo. Moland.....	Eastern River	do	Warden..	25 00
Jas. Corkum.....	Middle River	do Basin.....	do ...	25 00
Wm. Mosher.....	Lower Gold River	do	do ...	25 00
John Hutt.....	Middle Gold River	Beech Hill, Chester....	do ...	25 00
Edward Boylan.....	Gold River, Upper.....	New Ross.....	do ...	25 00
Jas. Langille.....	Martin's River	Chester.....	do ...	25 00
Hy. S. Jost.....	Lunenburg County, West Division	Lunenburg.....	Overseer..	100 00
Chas. Pernette.....	From mouth of Lahave River to			
	Wilkie's Cove	do	Warden..	25 00
John Artz.....	Wilkie's Cove to Henry Koch's	Bridgewater.....	do ...	25 00
Jas. Mossman.....	From Henry Koch's to Knock's	Lunenburg.....	do ...	25 00
Edward Morgan.....	Knock's to source of Lahave River.....	Lahave River, New		
		Germany, W.O.	do ...	25 00
John Andrews.....	Mushamush River	Mahone Bay.....	do ...	25 00
Geo. A. Nesbitt.....	Petite River, mouth to Wallace Brook	Petite River.....	do ...	25 00
Eli Hebb.....	Petite River, from Wallace Brook to			
	source	Hebl's Cross, West		
William Croft.....	East Gold River, from Bongald's	Conquerall.....	do ...	25 00
	Point to Gold River Branch, thence			
	to Clark's Clinton's and Henry's			
	Lakes.....	Chester Basin.....	do ...	25 00
	<i>Pictou County.</i>			
John McDonald.....	Pictou County, East Division, in-			
	cluding Sutherland's French and			
	Barney's Rivers, Bailey's Brook and			
	Shore Fishery from Pictou Harbor			
	Eastward to County Line.....	Ponds, W.O.....	Overseer..	170 00
J. McKay.....	Barney's River	Barney's River, W.O....	Warden..	25 00
Donald Rankin.....	Sutherland River	New Glasgow.....	do ...	25 00
William Stewart.....	French River	French River.....	do ...	25 00
Dan McLean.....	Bailey's Brook	Bailey's Brook, W.O....	do ...	30 00
David Marshall.....	Pictou County, West Division, in-			
	cluding Middle, East, West, Cariboo.			
	Toney and John Rivers	New Glasgow.....	Overseer..	140 00
John Turner.....	French River	French River.....	Warden..	25 00
Wm. Smith.....	East River	East River.....	do ...	25 00
Robert Archibald.....	Middle River	Middle River.....	do ...	25 00
Wm. Evans.....	West River	West River.....	do ...	25 00
David Langille.....	River John	River John.....	do ...	25 00
George McKenzie.....	Cariboo River	Cariboo River	do ...	25 00
John McDonald.....	Barney's River, from McDonald's			
	Bridge to Head.....	Barney's River, W.O....	do ...	25 00
P. Delaney.....	East River, from Iron Bridge to			
	Grant's Factory, from tide to Iron			
	Bridge Coal Mine	Churchville.....	do ...	25 00
William Frazer.....	Grant's Factory to East Branch Lake	Bridgeville.....	do ...	25 00
Donald Frazer.....	Fork and West Branch Lake.....	Hopewell.....	do ...	25 00
Donald Miller.....	East River of St. Mary's	Garden of Eden	do ...	20 00
	Carried forward			9,185 00

SCHEDULE of Fishery Officers in the several Provinces, etc.—*Continued.*

PROVINCE OF NOVA SCOTIA.—*Continued.*

Name.	District.	Address.	Overseer or Warden.	Salary.
	Brought forward.....			\$ cts 9,185
	<i>Queen's County.</i>			
Samuel T.N. Sellon	Queen's County.....	Liverpool	Overseer...	190 00
Stephen Clements	Fort Point to Salmon Rocks, Milton Bridge, on Liverpool River	do	Warden ...	25 00
Theodosius Ford...	Milton Bridge up to Port Liverpool River.....	Milton	do ...	50 00
Geo. Snadden	Salmon Rock to Puddingpan Island, around the Coast.....	Liverpool	do ...	20 00
Henry Hooker	Puddingpan Island to Toby's Island, up Port Medway River to Dog Cove	Port Medway.....	do ...	30 00
John Fitzgerald...	From Steam Mills to Salter's Falls on Port Medway River	Mill Village.....	do ...	30 00
Barnabas Miles.....	Salter's Falls to Pawn Hook on Port Medway River	Greenfield, W.O.....	do ...	20 00
Stephen Smith.....	Pawn Hook to Brookfield	Liverpool	do ...	20 00
Jonathan Smith...	Fort Point to Western Head, Liver- pool Harbor	do	do ...	15 00
James Farquhar...	Western Head, Liverpool Harbor, to Broad River, Port Mouton and Port Joli	do	do ...	30 00
Solomon Lonas.....	Port Medway River	Mill Village.....	do ...	30 00
	<i>Richmond County.</i>			
Duncan Cameron ..	Eastern Division, from River Bour- geoise to East Boundary of County, including said River	St. Peters.....	Overseer...	125 00
John Murchison ...	Grand River.....	Grand River, W.O.....	Warden ...	30 00
Edward H. Ballam	Western Division, from River Bour- geoise to West Boundary of County	Arichat	Overseer...	125 00
P. W. Grouchy	Desousse River	do	Warden ...	30 00
John Proctor, sen.	Inhabitants River.....	Port Hawkesbury	do ...	20 00
Abraham Sampson	Petit Degrat Inlet	Petit Degrat	do ...	30 00
Justinian Sampson	L'Ardoise	L'Ardoise	do ...	30 00
Charles Grant	River Inhabitants.....	River Inhabitants	do ...	20 00
Alex. Smith	West Bay, Black River	West Bay	do ...	30 00
Edward Madden ...	Rear of River Bourgeoise	River Bourgeoise.....	do ...	30 00
Geo. Donahoe	River Moulin.....	River Moulin, Gran- digne Ferry, W.O.....	do ...	30 00
Patrick Kyte	River Tier	River Tier, St. Peters	do ...	25 00
Felix Gerroir.....	Grand Ruisseau	Grand Ruisseau, Ari- chat	do ...	25 00
William Kehoe.....	False Bay and Breen's Brook	River Bourgeoise, W.O	do ...	25 00
	<i>Shelburne County.</i>			
Samuel Muir.....	Shelburne County.....	Shelburne	Overseer...	125 00
William McKay	Clyde River	do	Warden ...	20 00
M. Greenwood	Round Bay River and Indian Brook...	Clyde River, W.O.	do ...	20 00
George Archer.....	Birchtown River	Shelburne	do ...	15 00
Richard McGill.....	Roseway River.....	do	do ...	20 00
James Turner	Jordan River	do	do ...	30 00
Henry Ackerman...	Green Harbor.....	Ragged Island, Locke's Island, W.O.....	do ...	20 00
P. Crowell	Barrington River.....	Barrington.....	do ...	20 00
	Carried forward			10,190 00

SCHEDULE of Fishery Officers in the several Provinces, etc.—Continued.

PROVINCE OF NOVA SCOTIA.—Concluded.

Name.	District.	Address.	Overseer or Warden.	Salary.
				\$ cts.
	Brought forward			10,490 00
	<i>Victoria County.</i>			
J. W. Burke.....	Victoria County, North Division, from Smoky Head to Bay St. Lawrence.	Ingonish.....	Overseer..	120 00
Donald McRae, jun	do South Division	Baddeck	do	120 00
John McLellan....	Middle River.....	Middle River, W.O., Baddeck	Warden ...	25 00
John McDonald....	Middle River, Upper Settlement.....	Baddeck	do	25 00
Donald McQuarrie.	do	do	do	25 00
Donald McMillan...	Baddeck River.....	do	do	25 00
Donald McAuley...	do	do	do	25 00
Hector McKenzie..	North River	North River, W.O.	do	25 00
Donald McRae....	Baddeck River and tributaries	Baddeck.....	do	25 00
Francis Arnold....	do North Branch	do	do	25 00
Angus McDonald..	Washabuck River.....	Washabuck River..	do	30 00
Kenneth Campbell	Indian Brook	Middle River.....	do	30 00
Rodrick Beaton...	Hume's River.....	McNaughton's, W.O....	do	30 00
William Foyle.....	Peter's Brook.....	Baddeck River.....	do	30 00
John McCharles...	Upper Settlement	Middle River.....	do	30 00
Donald Bochaman..	Barachois River.....	Barachois River.....	do	30 00
Malcom McIvor....	Indian Brook	Indian Brook	do	30 00
Jos. Guinn	North River	North River	do	30 00
Geo. Burton.....	Salmon River, Bay St. Lawrence	Bay St. Lawrence, W.O.	do	30 00
Jos. Hellen.....	Cape North	Cape North.....	do	30 00
	<i>Yarmouth County.</i>			
Euos Gardner.....	Yarmouth County	Tusket	Overseer..	150 00
J. A. Hatfield.....	From Reynard's Falls to Lower Nar- rows, Tusket River.....	do	Warden ...	50 00
William Kavanagh	Gurrill's Bridge to Coldstream.....	do	do	35 00
William Prosser...	Branches of River above Reynard's Falls	do	do	25 00
Eustace Nickerson	Salmon River.....	Yarmouth.....	do	25 00
Edward Perry.....	Little River	do	do	25 00
Jerome Doucet....	Tusket River.....	Tusket.....	do	30 00
Vital Muise	Tusket Forks	Tusket Forks.....	do	25 00
Joseph M. White...	Eel Lake	Eel Lake.....	do	25 00
Wm. Thurston, sen	Cheggoggin River	Cheggoggin River.....	do	25 00
J. Ingraham Brand	Pubnico and Argyle	W. Pubnico.....	do	25 00
	Total			11,660 00

PROVINCE OF NEW BRUNSWICK.

W. H. Venning....	New Brunswick	St. John, N.B.....	Inspector Fisheries	1,400 00
C. R. Venning		do	Clerk.....	400 00
	<i>Albert County.</i>			
Winthrop Akerly..	County of Albert.....	Harvey.....	Overseer..	100 00
Wallace Taylor....	Petitcodiac River.....	Coverdale.....	Warden ...	40 00
	Carried forward			1,940 00

SCHEDULE of Fishery Officers in the several Provinces, etc.—Continued.

PROVINCE OF NEW BRUNSWICK.—Continued.

Name.	District.	Address.	Overseer or Warden.	Salary.
	Brought forward.....			\$ cts. 1,940 00
	<i>Albert County.</i> Continued.			
C. McLatchey.....	Mouth of Petitcodiac River and Dorchester Bay.....	Hillshoro'	Warden ..	40 00
Jacob Beck.....	Pollet River.....	Elgin.....	do ...	30 00
J. E. Kinne.....	German town Lake and Shepody River.....	Hopewell Corner.....	do ...	40 00
Bartlet Oliver.....	Rocher Bay.....	Waterside.....	do ...	40 00
	<i>Carleton County.</i>			
Hugh Miller.....	Miramichi River (S.W.) from Head Waters to Forks.....	Glassville.....	Overseer ..	30 00
George Burt.....	St. John River.....	Upper Woodstock.....	Warden...	30 00
J. W. Scott.....	St. John River, from Eel River to Woodstock ..	Canterbury	do ...	30 00
William Thompson	The Upper Waters of the South West Miramichi, in the Parish of Aberdeen	East Glassville, Smith's W.O.....	do ...	30 00
	<i>Charlotte County.</i>			
B. L. Cunningham	Inner Bay of Passamaquoddy.....	Chamcook, W.O.....	Overseer ..	70 00
James Brown.....	Campo Bello and West Isles, with coast and streams in Charlotte Co.	Campo Bello.....	do ...	100 00
Frank Todd.....	St. Croix River and tributaries.....	St. Stephen.....	do ...	120 00
W. B. McLaughlin.	Grand Manan Island and spawning grounds	Grand Manan	do ...	*240 00
Samuel Dick.....	St. George to Beaver Harbour.....	La Tête, W.O.....	Warden...	30 00
Robert Dixon.....	Seeley's Cove to Lepreaux.....	Lepreaux.....	do ...	30 00
Leonard Best.....	East District, from La Tête to Lepreaux	Beaver Harbour, W.O.....	Overseer ..	100 00
J. M. Lord.....	Deer Island	Deer Island.....	do ...	70 00
James Russell.....	From St. Andrews to mouth of St Croix River	St. Andrews.....	Warden...	30 00
Andrew Gilmour...	Northern Head, Grand Manan.....	Grand Manan	do ...	30 00
Edward Carroll...	Whitehead Island	do	do ...	30 00
John Thomson.....	West side, Deer Island.....	Deer Island.....	do ...	30 00
	<i>Gloucester County.</i>			
James Hickson.....	River Nepissiguit and tributaries, with sea coast and streams from Belledune River to Grindstone Point.....	Bathurst.....	Overseer...	250 00
William Bateman.	Nepissiguit River.....	do	Warden...	50 00
Juste Haché.....	Oyster Beds in County, Caraquet and Shippegan.....	Caraquet	Overseer...	100 00
Justinien Savoy...	Tracadie.....	Tracadie, W.O.....	Warden...	30 00
John L. Veno.....	Pokemouche.....	Pokemouche	do ...	30 00
Frederic Comeau...	Petit Rocher, from Belledune to Mill Stream.....	Elm Tree, Madisco.....	do ...	40 00
* Miles Dempsey.....	Salmon Beach, from Bass River to Grindstone Point.....	Salmon Beach.....	do ...	30 00
Tim. Coughlan.....	Grindstone Point to Grande Anse.....	Grande Anse.....	do ...	30 00
	Carried forward			3,650 00

* Includes boat hire.

SCHEDULE of Fishery Officers in the several Provinces, etc.—Continued.

PROVINCE OF NEW BRUNSWICK.—Continued.

Name.	District.	Address.	Overseer or Warden.	Salary.
	Brought forward... ..			\$ cts. 2,650 00
	<i>Gloucester County.—Continued.</i>			
Adolphe Hashé....	Shippegan	Shippegan	Warden ...	30 00
W. Rogers	Tête-à-gauche River	Tête-à-gauche, Bathurst	do ...	25 00
John Calnan, jun..	That part of River Tête-à-gauche from a mile above the Mill Dam to the source of said River	Kinsale	do ...	25 00
Alexis Landry, jun	Pokemouche River	Pokemouche	Overseer...	50 00
Christ. Lanteigne..	Carraquet Herring Banks	Carraquet	do ...	30 00
	<i>Kent County.</i>			
Charles Cormier...	Cocagne River	Cocagne	Overseer...	100 00
J. McD. Sutherland	Richibucto River	Richibucto	do ...	75 00
F. B. Légaré.....	Little Buctouche River	Little Buctouche River	Warden...	30 00
M. A. Girouard....	Big do do	Buctouche	do ...	30 00
James Harnett.....	From the mouth of Nicholas River on the Richibucto upwards, including Nicholas River	Weldford	do ...	30 00
Lazare Guimoua....	From Kouchibouquais to Choekfish River	Kouchibouquais	do ...	75 00
Nicholas Muzzeroll	From Kouchibouquais River to Point Sapin	do	do ...	50 00
	<i>Kings County.</i>			
Samuel Gosline....	From mouth of Smith's Creek upwards	Smith's Creek, W.O....	Overseer...	100 00
Samuel F. Ryan ...	Mill Stream	Studholm, Apohaqui ...	Warden...	30 00
N. H. DeVeber....	St. John River and Belle Isle Bay and streams running therein	Westfield	Overseer...	50 00
Samuel Gamblin...	Washademoak Lake and its tributaries in Kings and Queens Counties	English Settlement, Pearson's W.O	Warden...	30 00
	<i>Northumberland County.</i>			
Prudent Robichaux	Burnt Church River and tributaries, and Upper Tabusintac	Upper Neguac	Overseer...	100 00
John Stymast.....	Lower Tabusintac River	Stymast Road, Neguac	Warden...	50 00
William Blake.....	Tabusintac River, tributaries and Bay	Tabusintac	Overseer ..	50 00
Amos Perley.....	Miramichi River and Bay, east of Beaubair's Island, in the Parishes of Glenselg and Chatham	Chatham	do ...	100 00
William Cushman..	Miramichi River and tributaries from Beaubair's Island to Blackville	Upper Nelson	do ...	100 00
N. B. T. Underhill.	From Lower line of Blackville to Blissfield	Blackville	Overseer...	100 00
John Hogan.....	Miramichi River (N.W.) and tributaries from Chatham Ferry upwards	Newcastle	do ...	400 00
Aaron Hovey.....	Miramichi River (S.W.) and tributaries from Nelson's to Head of Hovey Island	Boiestown	Warden...	30 00
George Bryauton...	From Elm Tree Brook to Squire Underhill's, on the S.W. Miramichi River	Derby, W.O	do ...	30 00
Kenneth Cameron	Miramichi River (S.W.) from line of Blissfield to the head waters and tributaries	Boiestown	Overseer...	100 00
	Carried forward			5,590 00

SCHEDULE of Fishery Officers in the several Provinces, etc.—*Continued.*

PROVINCE OF NEW BRUNSWICK.—*Continued.*

Name.	District.	Address.	Overseer or Warden.	Salary.
	Brought forward.....			\$ cts. 5,500 00
	<i>Northumberland County.</i> — <i>Continued.</i>			
Patrick Bergin.....	From Underhill's to Stephen Mitchell's, on S.W. Miramichi.....	Dumphey, W.O., Parish of Blackville, S.W. Miramichi	Warden....	30 00
Thomas Smith.....	From lower end of Fingley's Island, on N.W. Miramichi, upwards, and the Big Sevogle.....	North Esk, Red Bank, W.O.	do ...	30 00
J. A. Somers.....	From lower side of Ox Bow, on the Little South West, upwards.....	do do ...	Overseer..	30 00
Patrick Gillis.....	Little S.W. River and tributaries.....	do do ...	Warden....	30 00
Denis Hogan.....	Renous River and tributaries.....	Renous Bridge, W.O.	do ...	30 00
Michael Donovan.....	Renous River.....	Renous Bridge.....	do ...	18 00
Thomas McKenzie.....	From Dunbar's Point on N.W. Miramichi to lower end of Fingley's Island; on Little South West to lower side of Ox Bow	Red Bank, North Esk..	do ...	30 00
Henry Oldfield....	Big Sevogle to Square Forks.	do do ...	do ...	30 00
Findlay McDiarmid.....	Napan and Black Rivers and tributaries.....	Nappan, W.O., Chatham.....	do ...	30 00
John Williston.....	Bay du Vin River and Bay, with Parish of Hardwick, Fox and other Islands and Stations on South side of Main Channel Miramichi River...	Bay du Vin, W.O.	Overseer..	100 00
James Russell.....	Miramichi Bay and Feeders.....	Lower Newcastle	do ...	150 00
Thomas Taylor.....	South West Miramichi, within Parish of Blissfield.....	Blissfield... ..	Warden ...	50 00
Samuel Freeze.....	From Doaktown to Hovey Islands, in the Parish of Blissfield, on the South West Miramichi River.	Doaktown, Miramichi..	Overseer..	100 00
John Holmes.....	From lower side Ox Bow, on Little South West Miramichi, upwards.....	Ox Bow, Miramichi.....	do ...	50 00
Nat. Morehouse.....	Arbo Settlement, Parish of Blackville, South West Miramichi	Arbo Settlement... ..	Warden ...	30 00
J. T. Coughlan.....	Coughlan Settlement, Parish of Blackville, South West Miramichi.....	Coughlan Settlement..	do ...	30 00
John Doyle.....	Tabusintac and Bartibog Rivers.....	Bartibog.....	do ...	30 00
Peter Russell.....	Whitney Settlement, N.W. Miramichi	Whitney Settlement....	do ...	30 00
	<i>Queen's County.</i>			
Isaiah Langan.....	Salmon River.....	Chipman, W.O., Gaspareaux.....	Warden ...	30 00
John Secord.....	Canaan River.....	Longs' Creek, Johnston	do ...	30 00
I. T. Hetherington.....	From Cole's Island to foot of Washademoak Lake.....	Jenkins, W.O. Johnston	Overseer..	100 00
Robert Phillips.....	Headwaters, Washademoak Lake.....	.....	Warden....	25 00
W. H. Clark.....	Narrows do	Cambridge.....	do ...	25 00
John J. Camp.....	Jemseg River and Grand Lake.....	do	do ...	30 00
Robert McMann.....	Newcastle River and Grand Lake.....	Canning.....	do ...	25 00
C. Estabrook.....	Between Maguapit and Grand Lakes.....	Maguapit Lake... ..	do ...	30 00
Solomon Thorne.....	New Canaan River	New Canaan.....	do ...	30 00
Richard P. Yeoman.....	New Castle River.....	Newcastle River	do ...	30 00
Hiram Starkey.....	Salmon River.....	Salmon River, Chipman, P.O.....	do ...	30 00
	Carried forward.....			6,803 00

SCHEDULE of Fishery Officers in the several Provinces, etc.—*Continued.*

PROVINCE OF NEW BRUNSWICK.—*Concluded.*

Name.	District.	Address.	Overseer or Warden.	Salary.
	Brought forward.....			\$ cts. 6,803 00
	<i>Restigouche County.</i>			
E. Ferguson.....	Little Dune River to Morris Rock.....	Dalhousie.....	Overseer..	100 00
A. McPherson, jun	Charlo River.....	Charlo, W.O.....	Warden ...	25 00
J. McMillan.....	Jacquet River.....	River Louison, W.O.....	do ...	25 00
Dugald Carmichael	do from mouth to Kettle Hole	do	do ...	25 00
John Mowat.....	That part of Bay des Chaleurs front- ing on the County of Restigouche and extending from Belledune Point upwards to Campbellton; together with the Rivers Restigouche, Upsal- quitoh, Eel, Charlot, Jacquet and their tributaries.....	Dee Side, P.Q.....	Overseer...	salary.
	<i>Sunbury County.</i>			
G. W. Hoben.....	St. John River, Indiantown, to County line of York	Burton, W.O.....	Overseer...	100 00
	<i>St. John County.</i>			
Joseph O'Brien.....	St. John County.....	Carleton, St. John.....	Overseer...	150 00
Wm. E. Skillen.....	Eastern part of St. John County, from Quaco Head to Goose River ..	St. Martins.....	do ...	100 00
	<i>Victoria County.</i>			
C. McClusky.....	County of Victoria	Grand Falls.....	Overseer...	100 00
Chas. Roberts.....	Lower Division, Tobique River.....	Andover	Warden...	30 00
Jno. McDougall....	Three Brooks, branch of Tobique River	Rocky Brook, Parish of Lorne.....	do ...	30 00
G. Bedell.....	Salmon River.....	Andover.....	do ...	30 00
Donald Fraser.....	Tobique River.....	Arthurette, W.O.....	do ...	30 00
Thos. Edgar.....	Middle Division, Tobique River.....	Three Rivers.....	do ...	30 00
Edward Maloney...	Upper Division do	Tobique River, Parish of Lorne.	do ...	30 00
	<i>Westmoreland County.</i>			
W. B. Deacon.....	Shediac Harbour and River.....	Shediac.....	Overseer...	100 00
D. T. Cormier.....	Dorchester Bay.....	Gautreau Village.....	do ...	60 00
Hugh Davidson....	Bay Verte, Port Elgin and Tidnish Rivers	Bay Verte	do ...	100 00
	<i>York County.</i>			
J. Campbell.....	Grand Pass on St. John River up- wards from Crock's Point to Lower Line of York County, including Nashwaak River.....	Kingsclear, W.O., Fred- erickton.....	Warden ...	60 00
Wm Brown.....	St. John River, from Upper Line of York County to Crock's Point, on River St. John	Southampton.....	do ...	60 00
A. Moir.....	From Price's Bend to Burnt Hill, S.W. Miramichi	Bloomfield.....	do ...	30 00
	Total.....			8,018 00

SCHEDULE of Fishery Officers in the several Provinces, etc.—*Continued.*

PROVINCE OF PRINCE EDWARD ISLAND.

Name.	District.	Address.	Overseer or Warden.	Salary.
<i>Queen's County.</i>				
Isaac Thompson...	Queen's County	Charlottetown	Overseer ..	150 00
Ewen Clark	Dunk River	Dunk River	Warden ...	30 00
Michael Ready	Winter River.....	Winter River.....	do ...	30 00
James Clow	do	do	do ...	30 00
Lionel Garnam	do	do	do ...	30 00
Wm. Whitehead	South West River.	South West River.	do ...	30 00
Thomas Murphy ...	Trout River.....	Trout River	do ...	30 00
Roderick Morrison	Pinette and Flat Rivers.....	Pinette River	do ...	30 00
Alex. McRae	West River.	West River	do ...	30 00
David Ratray	Huntley and Wheatley Rivers.....	Huntley River.....	do ...	30 00
John McMillan.....	Vernon River.....	Vernon River.....	do ...	30 00
<i>Prince County.</i>				
John Clark	Prince County	Alberton, P.O.....	Overseer ..	150 00
Laurence Phee	Nail Pond and Skinner's Pond.	Nail Pond.....	Warden ...	30 00
James T. Reid.....	Minimigash	Minimigash	do ...	30 00
James Ramsay	Lot 13, Trout River.....	Lot 13.....	do ...	30 00
Bugh McIntosh.....	Lot 14, do	Lot 14	do ...	30 00
Peter H. Perry.....	Tignish, Lots 1 and 2.....	Tignish.....	do ...	30 00
Abraham Wall.....	Dunk River, Lot 25.....	Lot 25	do ...	30 00
Patrick McBride...	do do	do	do ...	30 00
Wm. Burns.....	do do	do	do ...	30 00
Nat. McArthur	Lot 12, or the Narrows.....	Lot 12	do ...	30 00
<i>King's County.</i>				
Martin MacInnis...	King's County.....	St. Peter's Bay.....	Overseer ..	150 00
John Crane	Morell River.....	Morell River.....	Warden ...	30 00
James MacInnis...	do	do	do ...	30 00
John MacGuire	do	do	do ...	30 00
James MacAulay...	Midgell River.....	Midgell River	do ...	30 00
Patrick MacInnis ..	North Lake.....	North Lake	do ...	30 00
Wm. R. Dingwell...	Bay Fortune River.....	Bay Fortune River.....	d ...	30 00
John Brien.....	Naufrage River	Naufrage River	do ...	30 00
Thomas Clay	Grand River.....	Grand River.....	do ...	30 00
Duncan D. Campbell	Montague River.....	Montague	do ...	30 00
Francis Cook.....	Murray Harbor.....	Murray Harbour	do ...	30 00
Andrew Whelan.....	Souris River.....	Souris River.....	do ...	30 00
John Fisher.....	Head Waters, Morell River	Peak's Road	do ...	25 00
Total.....				1,375 00

PROVINCE OF BRITISH COLUMBIA.

Alex. C. Anderson	British Columbia.....	Rosebank, Victoria.....	Inspector Fisheries..	600 00
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SCHEDULE of Fishery Officers in the several Provinces, etc.—Continued.

[PROVINCE OF MANITOBA.]

Name.	District.	Address.	Overseer or Warden.	Salary.
Donald Gunn.....	Manitoba	Little Britain, Winnipeg	Overseer ..	200 00

RECAPITULATION.

Samuel Wilmot, Superintendent Fish-Breeding Establishments in the Dominion	2,000 00
Ontario.....	6,180 00
Quebec.....	5,880 00
Nova Scotia.....	11,660 00
New Brunswick.....	8,018 00
Prince Edward Island.....	1,375 00
British Columbia.....	600 00
Manitoba.....	200 00
Total.....	35,913 00

JAMES C. POPE,
Minister of Marine and Fisheries.

(Certified.)
W. F. WHITCHER,
Commissioner of Fisheries.

APPENDIX No. 40.

STATEMENT of Expenditure on account of Fisheries, for the Fiscal Year ended 30th June, 1878.

To whom paid.	Service.	Amount.	Total.
	ONTARIO.	\$ cts.	\$ cts.
J. W. Kerr.....	For 12 months' salary as Fishery Overseer, to 30th June, 1878.	500 00	
Chas. Gilchrist.....	do do	400 00	
James Patton.....	do do	250 00	
A. Knight.....	do do	250 00	
Peter Kiel.....	do do	200 00	
E. Boismier.....	do do	200 00	
D. McMaster.....	do do	200 00	
Charles Wilkins.....	do do	200 00	
George Cochrane.....	do do	200 00	
C. G. Bingham.....	do do	200 00	
J. Mooney.....	do do	200 00	
P. McCann.....	do do	175 00	
F. McRae.....	do do	150 00	
W. E. Foot.....	do do	125 00	
A. C. McKinnon.....	do do	100 00	
J. Wilson.....	do do	100 00	
Wm. Plews.....	do do	100 00	
Geo. S. Miller.....	do do	100 00	
G. B. Abrey.....	do do	100 00	
James Sutherland.....	do do	100 00	
David Oonger.....	do do	100 00	
James Muir.....	do do	100 00	
Henry Lawe.....	do do	100 00	
Samuel Fraser.....	do do	100 00	
James Dickson.....	do do	100 00	
Daniel Bowen.....	do do	100 00	
Robert Watt.....	do do	100 00	
John McGregor.....	do do	75 00	
J. Wallace.....	do do	50 00	
J. D. McMillan.....	do do	50 00	
P. Huff.....	do do	50 00	
W. A. Palen.....	do do	50 00	
J. L. Thompson.....	do do	50 00	
Hugh Thompson.....	do do	50 00	
David Hamilton.....	do do	50 00	
A. J. Harrington.....	do do	50 00	
J. McAllister.....	do do	50 00	
J. G. Wilcox.....	do do	50 00	
Alex. McBride.....	do do	50 00	
J. McMichael.....	do do	50 00	
A. Hughson.....	do do	50 00	
Alex. McKenzie.....	do do	50 00	
John Lyon.....	do do	50 00	
A. Teller.....	do do	50 00	
	Carried forward	5,425 00	

STATEMENT of Expenditure on account of Fisheries, etc.—*Continued.*

To whom paid.	Service.	Amount.	Total.
		\$ cts.	\$ cts.
	brought forward	5,425 00	.....
ONTARIO.— <i>Continued.</i>			
James Cummins	For 12 month salary as Fishery Overseer, to 30th June 78.....	50 00	
Wm. McGown.....	do do	50 00	
W. Hull.....	do do	37 50	
James McFaiden.....	do do	30 00	
Wm. Prosser.....	do do	30 00	
Henry Hunt	do do	20 00	
W. R. Young	9 do do	37 50	
J. G. Hicks.....	6 do do	50 00	
Alex. Proulx.....	do do	25 00	
Wm. Hastings.....	5 do do	20 80	
J. Morrow	3 do do	6 25	
M. L. Russell.....	do do	6 25	
A. Wellbanks.....	2 do do	12 50	
W. Hicks	do do	12 50	
J. A. Cameron.....	do do	8 33	
H. McFayden	do do	6 66	
W. O. Pollock.....	do do	5 00	
James S. Webster.....	Salary as special Fishery Constable	368 00	
Wm. Besserer	do do	10 06	
P. Morin	do do	48 00	
A. Eschembank.....	do do	20 00	
Thomas Cartier.....	Salary as special Guardian, Thames River.....	40 00	
T. McQueen	do do do	27 06	
A. Brady.....	do do do	26 23	
Wm. Fabey.....	do do Lake Constant.....	61 00	
J. W. Kerr	12 months' disbursements as Fishery Overseer to 30th June, 1878.....	870 20	
Chas. Gilchrist.....	do do	264 45	
J. Wilson	do do	377 00	
J. Wilkins	do do	348 00	
C. L. Bingham.....	do do	333 00	
James Patton	do do	323 19	
S. Frazer	do do	313 90	
J. Mooney	do do	278 20	
G. Cochrane	do do	186 85	
J. Sutherland.....	do do	128 89	
A. C. McKinnon.....	do do	128 25	
A. J. Harrington.....	do do	115 35	
W. E. Foot	do do	108 33	
Peter McCann	do do	106 27	
Peter Kiel	do do	104 00	
E. Boismier.....	do do	97 85	
F. McRae	do do	90 77	
A. McKenzie	do do	79 98	
D. Hamilton.....	do do	69 82	
G. B. Abrey	do do	63 50	
G. S. Miller.....	do do	54 25	
Jas. Muir	do do	45 75	
A. Knight	do do	45 55	
Jas. Dickson.....	do do	44 00	
A. Telfer.....	do do	38 40	
John McGregor	do do	38 00	
Robt. Watt.....	do do	36 65	
J. McAllister.....	do do	27 00	
John Wallace.....	do do	25 25	
J. L. Thompson.....	do do	23 10	
Carried forward		11,785 33	

STATEMENT of Expenditure on account of Fisheries, etc.—Continued.

To whom paid.	Service.	Amount.	Total.
		\$ cts.	\$ cts.
	Brought forward.....	11,785 33	
	ONTARIO.—Continued.		
W. R. Young.....	For 12 months' disbursements as Fishery Overseer, to 30th June, 1878.....	21 77	
Wm. Plews.....	do do.....	20 00	
H. Griffiths.....	do do.....	19 05	
Jas. McFadden.....	do do.....	16 00	
J. Lyon.....	do do.....	15 00	
J. G. Hicks.....	do do.....	14 65	
D. Bowen.....	do do.....	13 50	
H. Lawe.....	do do.....	11 00	
Peter Huff.....	do do.....	8 00	
H. Hunt.....	do do.....	8 00	
James S. Webster.....	Disbursements as Special Fishery Constable, to 30th June, 1878.....	144 20	
John Grimes.....	do do.....	189 28	
W. C. Besserer.....	do do.....	55 60	
J. Connor.....	do do.....	75 70	
C. Barbeau.....	do do.....	110 00	
A. Dallaire.....	do do.....	25 00	
J. Hughes.....	do do.....	20 00	
E. J. O'Neil.....	do do.....	14 00	
Wm. Fahey.....	Disbursements as Special Fishery Guardian to 30th June, 1878.....	27 00	
Thomas Cartier.....	do do.....	20 30	
T. McQueen.....	do do.....	15 00	
J. C. Darke.....	Repairs to boat.....	14 00	
Department of Interior.....	Rent of Bluff Island.....	51 50	
			12,723 88
	QUEBEC.		
John Mowat.....	For 12 months' salary as Fishery Overseer, to 30th June, 1878.....	300 00	
C. Caron.....	do do.....	200 00	
H. W. Austin.....	do do.....	200 00	
R. W. H. Dimock.....	do do.....	200 00	
P. Vibert.....	do do.....	200 00	
W. C. Willis.....	do do.....	150 00	
G. L. Duguay.....	do do.....	150 00	
J. O. Belanger.....	do do.....	150 00	
P. C. Gobeil.....	do do.....	150 00	
G. Mathurin.....	do do.....	150 00	
J. B. Couillard.....	do do.....	150 00	
J. F. Saillant.....	do do.....	150 00	
J. Gauvreau.....	do do.....	100 00	
V. Charest.....	do do.....	100 00	
A. Blais.....	do do.....	100 00	
J. J. Letourneau.....	do do.....	100 00	
L. P. Hout.....	do do.....	100 00	
J. Legouve.....	do do.....	100 00	
D. B. McGie.....	do do.....	100 00	
W. H. Whitely.....	do do.....	100 00	
S. F. Copp.....	do do.....	100 00	
J. B. Chevalier.....	do do.....	100 00	
P. Latraverse.....	do do.....	100 00	
L. J. Loranger.....	do do.....	100 00	
H. Martin.....	do do.....	100 00	
	Carried forward.....	3,450 00	

STATEMENT of Expenditure on account of Fisheries, etc.—*Continued.*

To whom paid.	Service.	Amount.	Total.
		\$ cts.	\$ cts.
	Brought forward.....	3,450 00	
	QUEBEC.— <i>Continued.</i>		
L. E. Groudin.....	For 12 months' salary as Fishery Overseer, to 30th June, 1878	100 00	
D. Rosa.....	do do	50 00	
J. Phelan.....	do do	50 00	
J. E. Demeule.....	do do	50 00	
Job Bilodeau.....	do do	50 00	
J. J. Fox.....	do do	50 00	
P. E. Luke.....	do do	50 00	
Wm. Olyde.....	do do	50 00	
A. Watt.....	do do	50 00	
J. Boily.....	do do	50 00	
J. Simard.....	do do	40 00	
E. Tremblay.....	do do	30 00	
G. Gagnon.....	do do	30 00	
C. Dubé.....	do do	30 00	
A. Filion.....	do do	30 00	
A. Beaton.....	do do	30 00	
Thomas Evans.....	do do	30 00	
D. Dewar.....	do do	30 00	
J. B. Gerin Lajoie.....	4 do do	13 33	
W. McLeod.....	2 do do	16 66	
E. Charette.....	do do	8 33	
O. Laféche.....	do do	6 66	
Jas. S. Webster.....	Salary as Special Fishery Constable, to 30th June, 1878	361 00	
Robert W. Jones.....	Salary as Special Fishery Guardian, to 30th June, 1878	50 00	
A. Fairbairn.....	do do	50 00	
A. H. N. Bruce.....	do do	50 00	
J. Dion.....	do do	35 00	
A. Wilson.....	do do	20 00	
M. Laurendeau.....	do do	50 00	
N. Racicot.....	do do	30 00	
D. O'Neil.....	do do	30 00	
B. Auger.....	do do	30 00	
D. Bédard.....	do do	20 00	
L. Smallien.....	do do	10 00	
M. Keatly.....	do do	5 00	
John Mowat.....	12 months' disbursements as Fishery Overseer, to 30th June, 1878.....	1,372 89	
P. Vibert.....	do do	616 05	
J. F. Saillant.....	do do	589 05	
D. B. McGie.....	do do	495 95	
S. T. Copp.....	do do	424 30	
W. O. Willis.....	do do	349 70	
H. Martin.....	do do	253 38	
D. Rosa.....	do do	232 67	
C. Caron.....	do do	219 63	
G. L. Duguay.....	do do	154 50	
G. Mathurin.....	do do	144 30	
P. C. Gobeil.....	do do	118 70	
J. B. Oouillard.....	do do	112 00	
V. Charest.....	do do	106 40	
J. O. Bélanger.....	do do	104 05	
J. Gauvreau.....	do do	103 45	
A. Beaton.....	do do	90 85	
J. B. Chevalier.....	do do	87 90	
	Carried forward.....	10,612 75	

STATEMENT of Expenditure on account of Fisheries, etc.—Continued.

To whom paid.	Service..	Amount.	Total.
		\$ cts.	\$ cts.
	Brought forward.....	10,612 75	
	QUMBEC.—Continued.		
P. E. Luke	For 12 months' disbursements as Fishery Overseer, to 30th June, 1878.....	61 30	
R. W. H. Dimock.....	do do	59 58	
J. J. Letourneau.....	do do	58 97	
H. W. Austin.....	do do	58 80	
Wm. McLeod.....	do do	50 00	
J. J. Fox	do do	42 50	
J. Boily	do do	41 50	
J. E. Demeule.....	do do	41 50	
J. Phelan.....	do do	35 50	
D. Dewar.....	do do	25 00	
Thos. Evans	do do	21 78	
Job Bilodeau	do do	19 50	
L. P. Huot.....	do do	18 85	
Wm. Clyde.....	do do	17 00	
A. Watt	do do	15 00	
J. Simard.....	do do	4 00	
Jas. S. Webster.....	Disbursements as Special Fishery Constable, to 30th June, 1878.....	120 00	
O. Barbeau.....	Wages and disbursements as Special Fishery Constable, to 30th June, 1878.....	700 98	
A. Dalaire.....	do do	148 50	
A. Eschemback.....	do do	72 45	
J. Legouvé.....	Salary as Fishery Guardian to 30th June, 1878.....	118 61	
H. G. Patterson.....	Salary as Fishery Guardian, St. John River, to 30th June, 1878.....	172 00	
A. Malouin.....	Salary as Fishery Guardian, Anticosti, to 30th June, 1878.....	60 00	
T. Gagne.....	do do	60 00	
Jerry Miller	Salary as Fishery Guardian, Bergeronnes, to 30th June, 1878.	75 00	
Donald McLaren	Salary as Fishery Guardian, Upper Saguenay, to 30th June, 1878.....	100 00	
H. Bouchard.....	do do	92 00	
A. Simard	do do	92 00	
E. Bouchard.....	do do	40 00	
E. Poitras.....	do do	20 00	
N. Simard.....	Salary as Fishery Guardian, Escoumains, to 30th June, 1878.....	80 00	
A. Fairbairn.....	Disbursements as Special Fishery Guardian to 30th June, 1878.....	67 50	
P. Latraverse.....	do do	50 00	
E. J. O'Neil	do do	35 00	
Ottawa River Navigation Co.....	Passages, Special Constables.....	130 80	
Steamer "Saguenay".....	do Guardians.....	1 50	
Jos. Fortier.....	do do	1 48	
A. Tremblay.....	Boatman.....	20 00	
E. V. H. Ferland.....	Professional services.....	10 00	
S. McDonnell.....	do	9 90	
J. O. L. ferrière.....	do	7 60	
C. E. Gauvin.....	Plans	8 00	
S. P. Eauset.....	Disbursements as Fishery Officer.....	67 00	
V. Charest.....	Taking prisoners to goal.....	49 00	
O. Dionne.....	do do	28 10	
Kearns & Ryan.....	Blankets for constables.....	4 00	
G. L. Dugay.....	Advance on account of salary.....	37 50	
	Total.....		13,662 55

STATEMENT of Expenditure on account of Fisheries, etc.—*Continued.*

To whom paid.	Service.	Amount.	Total.
NOVA SCOTIA.		\$ cts.	\$ cts.
SALARIES OF FISHERY OVERSEERS AND WARDENS.			
<i>County of Annapolis.</i>			
W. T. Carty.....	For 12 months' salary, to 30th June, 1878.....	120 00	
T. Devers.....	do do.....	25 00	
Miner Clark.....	do do.....	25 00	
J. H. Pineo.....	do do.....	25 00	
C. Barteaux.....	do do.....	25 00	
J. B. Dobson.....	do do.....	25 00	
A. F. Morton.....	do do.....	25 00	
J. H. Parker.....	do do.....	25 00	
			295 00
<i>County of Antigonish.</i>			
A. W. McDonald.....	For 12 months' salary, to 30th June, 1878.....	125 00	
Lochlin Cameron.....	do do.....	30 00	
John Dexter.....	do do.....	30 00	
Angus McDonald.....	do do.....	25 00	
J. R. Aymer.....	do do.....	25 00	
Colin Chisholm.....	do do.....	25 00	
Alex. McAdam.....	do do.....	25 00	
Donald Chisholm.....	do do.....	25 00	
Hugh Cameron.....	do do.....	25 00	
John Cummings.....	do do.....	20 00	
Duncan Frazer.....	do do.....	20 00	
Albert Randall.....	do do.....	15 00	
James Chisholm.....	11 do.....	22 92	
James McDougald.....	4 do.....	6 25	
			419 17
<i>County of Cupe Breton.</i>			
Francis Quinan.....	For 12 months' salary, to 30th June, 1878.....	120 00	
A. McDonald.....	do do.....	120 00	
Yorke Barrington.....	do do.....	120 00	
Anthony Spencer.....	do do.....	25 00	
A. Morrison.....	do do.....	25 00	
Dennis Murphy.....	do do.....	25 00	
D. McDonald.....	do do.....	25 00	
M. McLellan.....	do do.....	25 00	
Patrick Keefe.....	do do.....	25 00	
Donald McCormack.....	do do.....	25 00	
John McNeil.....	do do.....	25 00	
William Burke.....	do do.....	25 00	
Allan McAdam.....	do do.....	25 00	
J. McEachen.....	do do.....	25 00	
Thomas Moore.....	do do.....	20 00	
Donald McDonald.....	do do.....	20 00	
Alex. McLean.....	do do.....	20 00	
			695 00
<i>County of Colchester.</i>			
William Blair.....	For 12 months' salary, to 30th June, 1878.....	100 00	
J. W. Davidson.....	do do.....	100 00	
R. J. Pollock.....	do do.....	75 00	
J. Urquhart.....	do do.....	50 00	
Carried forward.....			1,409 17

STATEMENT of Expenditure on account o Fisheries, etc.—Continued.

To whom paid.	Service.	Amount.	Total.
	Brought forward.....	\$ cts.	\$ cts.
			1,409 17
	NOVA SCOTIA.—Continued.		
	SALARIES, ETC.—Continued.		
	County of Annapolis.—Continued.		
James Bonyman.....	For 12 months' salary, to 30th June, 1878.....	40 00	
G. N. Christie.....	do do.....	25 00	
Samuel Frazer.....	do do.....	25 00	
G. Fulton.....	do do.....	25 00	
Wm. McElheney.....	do do.....	25 00	
Henry Urquhart.....	do do.....	25 00	
Thomas Davidson.....	do do.....	25 00	
George Moore.....	do do.....	25 00	
M. G. Murray.....	do do.....	25 00	
Wm. Winton.....	do do.....	25 00	
Alfred Wright.....	do do.....	25 00	
			615 00
	County of Cumberland.		
Isaac J. Hingley.....	For 12 months' salary, to 30th June, 1878.....	100 00	
James King.....	do do.....	100 00	
Elijah Fowler.....	do do.....	30 00	
Oliver Fillmore.....	do do.....	25 00	
J. W. Moore.....	do do.....	25 00	
J. Brownell.....	do do.....	25 00	
Asa Fillmore.....	do do.....	25 00	
David Corbett.....	do do.....	25 00	
Moses Harrison.....	do do.....	25 00	
F. L. Jenks.....	do do.....	25 00	
W. O. Rindress.....	8 do do.....	20 00	
Collingwood Pugaley.....	6 do do.....	12 50	
Henry Fountain.....	4 do do.....	10 00	
J. Canham.....	do do.....	12 50	
			460 00
	County of Digby.		
J. H. Morehouse.....	For 12 months' salary, to 30th June, 1878.....	120 00	
L. A. Melancon.....	do do.....	75 00	
H. B. Payson.....	do do.....	50 00	
A. L. Gavil.....	do do.....	25 00	
J. M. Devault.....	do do.....	25 00	
Lochlin McKay.....	do do.....	25 00	
Robert Journey.....	do do.....	25 00	
J. P. Thibodeau.....	do do.....	25 00	
			370 00
	County of Guysborough.		
Jas. A. Tory.....	For 12 months' salary, to 30th June, 1878.....	150 00	
John McDaniel.....	do do.....	100 00	
Allan McQuarrie.....	do do.....	40 00	
Donald Gunn.....	do do.....	30 00	
Wm. Pride.....	do do.....	30 00	
Edward Jordan.....	do do.....	30 00	
Adam Kirk.....	do do.....	30 00	
James Clark.....	do do.....	25 00	
	Carried forward.....		2,854 17

STATEMENT of Expenditure on account of Fisheries, etc.—Continued.

To whom paid.	Service..	Amount.	Total.
	Brought forward.....	\$ cts.	\$ cts.
			2,854 17
	NOVA SCOTIA.—Continued.		
	SALARIES, ETC.—Continued.		
	County of Guysborough.—Continued.		
Alex. Ross.....	For 12 months' salary to 30th June, 1878.....	25 00	
James Cabill.....	do do.....	20 00	
D. Mc. C. Sinclair.....	do do.....	20 00	
Robert McKay.....	do do.....	15 00	
James Nickerson.....	do do.....	15 00	
Charles Kenney.....	do do.....	15 00	
J. R. Bruce.....	do do.....	10 00	
Thos. McKeen.....	6 do do.....	15 00	
Luke Harpell.....	3 do do.....	3 75	
Juncan Cameron.....	2 do do.....	3 33	
Fred. Mattie.....	2 do do.....	2 50	
Thos. McKeen.....	Salary from 1st January, to 31st December, 1877...	30 00	609 58
	County of Halifax.		
William Anderson.....	For 12 months' salary, to 30th June, 1878.....	150 00	
John Fitzgerald.....	do do.....	150 00	
William Hall.....	do do.....	40 00	
Archd. Kidston.....	do do.....	40 00	
Nathaniel Masson.....	do do.....	40 00	
Neil McLean.....	do do.....	40 00	
James Blakely.....	do do.....	30 00	
Donald McLean.....	do do.....	30 00	
Henry Balcom.....	do do.....	30 00	
John McDurdy.....	do do.....	30 00	
James Gardner.....	do do.....	30 00	
John Taylor.....	do do.....	30 00	
George Parker.....	do do.....	30 00	
George Keizer.....	do do.....	30 00	
James Miller.....	do do.....	30 00	
Daniel Mosher.....	do do.....	20 00	
Donald McDonald.....	11 do do.....	27 50	
W. G. Walker.....	9 do do.....	15 00	
F. G. Tolson.....	6 do do.....	20 00	
John Frazer.....	6 do do.....	15 00	
D. Mosher.....	6 do do.....	10 00	
James Crook.....	2 do do.....	4 17	
F. G. Tolson.....	Salary from 1st April, to 31st December, 1877..	30 00	
Joseph Hamilton.....	Salary from 1st July, to 31st March, 1877.....	30 00	901 67
	County of Hants.		
P. S. Burnham.....	For 12 months' salary, to 30th June, 1878.....	100 00	
T. B. O'Brien.....	do do.....	100 00	
Joseph Mosher.....	do do.....	50 00	
Jas. Mosher.....	do do.....	30 00	
J. M. O'Brien.....	do do.....	30 00	
J. W. Dinsmore.....	11 do do.....	27 50	
J. B. Colter.....	1 do do.....	2 50	340 00
	Carried forward.....		4,705 43

STATEMENT of Expenditure on account of Fisheries, etc.—*Continued.*

To whom paid.	Service..	Amount.	Total.
		\$ cts.	\$ cts.
	Brought forward.....	.....	4,705 42
	NOVA SCOTIA.— <i>Continued.</i>		
	SALARIES, ETC.— <i>Continued.</i>		
	County of Inverness.		
M. A. Ross.....	For 12 months' salary, to 30th June, 1878.....	100 00	
Hugh Gillies.....	do do	100 00	
John Cameron.....	do do	100 00	
Peter Coady.....	do do	25 00	
Neil McKay.....	do do	25 00	
John Meagher.....	do do	25 00	
Kenneth McKenzie.....	do do	25 00	
Michael McDonald.....	do do	25 00	
A. McLellan.....	do do	25 00	
Hugh Cameron.....	do do	25 00	
James McGarry.....	do do	25 00	
Malcolm McLeod.....	do do	25 00	
Mark Crowdis.....	do do	25 00	
George Ingraham.....	do do	25 00	
John Carroll.....	do do	25 00	
Donald McDonald.....	do do	25 00	
Malcolm McKay.....	do do	20 00	
Donald McDonald.....	do do	25 00	
J. McRae.....	Salary from 1st January to 28th May, 1875.....	10 42	680 42
	County of Kings.		
J. E. Starr.....	For 12 months' salary, to 30th June, 1878.....	250 00	
Adolphus Bishop.....	do do	125 00	
W. McIntyre.....	do do	30 00	
Irad Benjamin.....	do do	20 00	
John Bochaman.....	do do	20 00	
Elias Bishop.....	do do	3 33	448 38
	County of Lunenburg.		
George Redden.....	For 12 months' salary, to 30th June, 1878.....	100 00	
H. S. Jost.....	do do	100 00	
George Moland.....	do do	25 00	
James Corkum.....	do do	25 00	
William Mosher.....	do do	25 00	
Hohn Hutt.....	do do	25 00	
James Langille.....	do do	25 00	
Charles Pernette.....	do do	25 00	
John Artz.....	do do	25 00	
James Mossman.....	do do	25 00	
Edward Morgan.....	do do	25 00	
John Andrews.....	do do	25 00	
G. A. Nesbitt.....	do do	25 00	
Eli Hebb.....	do do	25 00	
Edward Boylan.....	do do	25 00	
William Croft.....	do do	25 00	550 00
	Carried forward.....	.....	6,384 17

STATEMENT of Expenditure on account of Fisheries, etc.—*Continued.*

To whom paid.	Services.		Amount.	Total.
			\$ cts.	\$ cts.
		Brought forward.....		6,384 17
		NOVA SCOTIA.— <i>Continued.</i>		
		SALARIES, ETC.— <i>Continued.</i>		
		County of Pictou.		
J. McDonald.....	For 12 months' salary, to 30th June, 1878.....		170 00	
David Marshall.....	do do		140 00	
Daniel McLean.....	do do		30 00	
J. McKay.....	do do		25 00	
Donald Rankin.....	do do		25 00	
William Stewart.....	do do		25 00	
John Turner.....	do do		25 00	
William Smith.....	do do		25 00	
William Evans.....	do do		25 00	
Robert Archibald.....	do do		25 00	
David Languille.....	do do		25 00	
George McKenzie.....	do do		25 00	
John McDonald.....	do do		25 00	
P. Delaney.....	do do		25 00	
Donald Fraser.....	do do		25 00	
William Frazer.....	do do		25 00	
A. McKenzie.....	10 do		22 92	
Donald Miller.....	2 do		3 33	
				691 25
		County of Queens.		
S. T. N. Sellon.....	For 12 months' salary, to 30th June, 1878.....		170 00	
Theo. Ford.....	do do		50 00	
Henry Hooker.....	do do		30 00	
John Fitzgerald.....	do do		30 00	
James Farquhar.....	do do		30 00	
Solomon Lomas.....	do do		30 00	
Barnabas Miles.....	do do		20 00	
Stephen Smith.....	do do		20 00	
George Snadden.....	do do		20 00	
Stephen Clements.....	do do		25 00	
Jonathan Smith.....	do do		15 00	
				440 00
		County of Richmond.		
Duncan Cameron.....	For 12 months' salary, to 30th June, 1878.....		125 00	
Edward Ballam.....	do do		125 00	
P. W. Grouchy.....	do do		30 00	
Abraham Sampson.....	do do		30 00	
Alex. Smith.....	do do		30 00	
Justinien Sampson.....	do do		30 00	
Edward Madden.....	do do		30 00	
George Donahoe.....	do do		30 00	
J. Morchison.....	do do		30 00	
Patrick Kyte.....	do do		25 00	
Felix Gerrior.....	do do		25 00	
William Kehoe.....	do do		25 00	
J. Proctor, sen.....	do do		20 00	
Charles Grant.....	do do		20 00	
				575 00
	Carried forward.....			8,090 42

STATEMENT of Expenditure on account of Fisheries, etc.—*Continued.*

To whom paid.	Service.		Amount.	Total.
			\$ cts.	\$ cts.
		Brought forward.....		8,080 42
		NOVA SCOTIA.— <i>Continued.</i>		
		SALARIES, ETC.— <i>Continued.</i>		
		County of Shelburne.		
Samuel Muir.....	For 12 months' salary, to 30th June, 1878.....		125 00	
James Turner.....	do do		30 00	
Henry Ackerman.....	do do		30 00	
P. Crowell.....	do do		20 00	
William McKay.....	do do		20 00	
M. Greenwood.....	do do		20 00	
Richard McGill.....	do do		20 00	
George Archer.....	do do		15 00	
L. Freeman.....	10 do do		25 00	
				395 00
		County of Victoria.		
J. W. Burke.....	For 12 months' salary, to 30th June, 1878.....		120 00	
Donald McRae, jun.....	do do		120 00	
Angus McDonald.....	do do		30 00	
Kenneth Campbell.....	do do		30 00	
Roderick Beaton.....	do do		30 00	
William Foyle.....	do do		30 00	
John McCharles.....	do do		30 00	
Donald Bochaman.....	do do		30 00	
Malcolm McIver.....	do do		30 00	
Joseph Guinn.....	do do		30 00	
George Burton.....	do do		30 00	
Joseph Hellen.....	do do		30 00	
John McLeilan.....	do do		25 00	
John McDonald.....	do do		25 00	
Donald McQuarrie.....	do do		25 00	
Donald McMillan.....	do do		25 00	
Donald McAuley.....	do do		25 00	
Hector McKenzie.....	do do		25 00	
Donald McRae.....	do do		25 00	
Frs. Arnold.....	do do		25 00	
				740 00
		County of Yarmouth.		
Enos Gardner.....	For 12 months' salary, to 30th June, 1878..		150 00	
J. A. Hatfield.....	do do		50 00	
Jerome Doucette.....	do do		30 00	
Wm. Kavanagh.....	do do		25 00	
Wm. Prosser.....	do do		25 00	
Eustace Nickerson.....	do do		25 00	
Edward Perry.....	do do		25 00	
Vital Muise.....	do do		25 00	
Joseph M. White.....	do do		25 00	
Wm. Thurston.....	do do		25 00	
John Ingraham Brand ..	2 do do		4 17	
				409 17
		Carried forward		9,544 59

STATEMENT of Expenditure on account of Fisheries, etc.—*Continued.*

To whom paid.	Service.	Amount.	Total.
	Brought forward.....		9,544 59
	NOVA SCOTIA.— <i>Continued.</i>		
	DISBURSEMENTS OF FISHERY OVERSEERS.		
Samuel Muir.....	For 12 months' disbursements, to 31st Dec., 1877...	145 95	
J. T. N. Sellon.....	do do	120 47	
William Anderson.....	do do	83 00	
Enos Gardner.....	do do	170 50	
J. E. Starr.....	do do	131 00	
John Fitzgerald.....	do do	76 04	
John Cameron.....	do do	71 98	
Francis Quinan.....	do do	66 25	
W. T. Carly.....	do do	63 00	
J. O'Brien.....	do do	57 70	
M. A. Ross.....	do do	54 00	
Donald McRae.....	do do	50 65	
Alex. McDonald.....	do do	50 00	
James A. Tory.....	do do	48 26	
James H. Morehouse.....	do do	47 00	
E. H. Ballam.....	do do	45 75	
George Redden.....	do do	45 00	
James King.....	do do	44 00	
Peter S. Burnham.....	do do	42 50	
J. A. Hatfield.....	do do	40 75	
David Marshall.....	do do	41 30	
J. W. Burke.....	do do	40 50	
Henry S. Jost.....	do do	40 00	
John McDaniel.....	do do	39 85	
Yorke Barrington.....	do do	39 00	
J. W. Davidson.....	do do	38 65	
Peter Coady.....	do do	38 50	
John McDonald.....	do do	37 50	
A. W. McDougald.....	do do	37 12	
A. Bishop.....	do do	34 55	
Duncan Cameron.....	do do	32 05	
L. A. Melançon.....	do do	32 00	
Hugh Gillis.....	do do	25 00	
James Bonnyman.....	do do	20 00	
Isaac J. Hugley.....	do do	16 75	
Wm Blair.....	do do	8 75	
H. E. Payson.....	do do	6 75	
R. J. Pollock.....	do do	5 75	
			1,993 82
W. H. Wylde.....	13 months' salary as Inspector of Fisheries.....	1,486 29	
Receiver-General.....	Superannuation tax on W. H. Wylde's salary ..	28 00	
W. H. Rogers.....	13 months' salary as Fishery Officer	849 30	
Receiver-General.....	Superannuation tax on W. H. Roger's salary...	20 00	
Donald Miller.....	Night watchman on River Philip	90 00	
W. H. Wylde.....	12 months' disbursements as Inspector of Fisheries.....	300 00	
W. H. Rogers.....	12 months' disbursements as Fishery Officer.....	700 00	
W. F. Whitcher.....	Travelling expenses as Commissioner of Fisheries.....	100 00	
F. Romans.....	Board of Guardians, Sackville River	31 72	
J. Farquhar & Co.....	Cases for papers.....	10 00	
J. W. DeWolf.....	do	6 00	
R. Brander.....	Mounting maps.....	3 00	
Andrew King.....	Horse hire.....	87 50	
	Carried forward.....		11,538 41

STATEMENT of Expend ure on account of Fisheries, etc.—*Continued.*

To whom paid.	Service.	Amount.	Total.
	Brought forward.....	\$ cts.	\$ cts.
			11,538 41
	NOVA SCOTIA.— <i>Continued.</i>		
	DISBURSEMENTS, ETC.— <i>Continued.</i>		
O. Neal.....	For Cartage	5 10	
Blackader Bros	Subscription to <i>Acadian Recorder</i>	2 50	
Grant & Co.....	Building fish-pass at Springville	20 00	
E. G. Stayner	Canoe for Bedford Establishment.....	15 00	
			3,754 41
			15,292 82
	NEW BRUNSWICK.		
	SALARIES OF FISHERY OVERSEERS AND WARDENS.		
	<i>County of Albert.</i>		
Winthrop Akerley	For 12 months' salary, to 30th June, 1878.....	100 00	
Wallace Taylor	do do	40 00	
O. McLatchey.....	do do	40 00	
J. O. Kinne.....	do do	40 00	
B. Oliver	do do	40 00	
Jacob Beck	do do	30 00	
			290 00
	<i>County of Carleton.</i>		
Hugh Harrison	For 12 months' salary, to 30th June, 1878....	100 00	
Hugh Miller.....	do do	30 00	
George Burt	do do	30 00	
J. W. Scott.....	do do	30 00	
Wm. Thompson.....	do do	30 00	
			220 00
	<i>County of Charlotte.</i>		
W. B. McLaughlan.....	For 12 months' salary, to 30th June, 1878.....	240 00	
Leonard Best.....	do do	100 00	
James Brown.....	do do	100 00	
J. M. Lord	do do	50 00	
B. L. Cunningham.....	do do	40 00	
Samuel Dick	do do	30 00	
Robert Dixon.....	do do	30 00	
James Russell.....	do do	30 00	
Andrew Gilmour.....	do do	30 00	
Edward Carroll	do do	30 00	
J. Thompson.....	do do	30 00	
J. Catharan.....	do do	50 00	
Patrick Curran.....	6 do do	60 00	
			820 00
	<i>County of Gloucester.</i>		
James Hickson	For 12 months' salary, to 30th June, 1878....	250 00	
Juste Haché	do do	100 00	
Wm. Bateman.....	do do	50 00	
Alexis Landry, jun.....	do do	50 00	
Fred. Comeau.....	do do	40 00	
	Carried forward.....		1,330 00

STATEMENT of Expenditure on account of Fisheries, etc.—*Continued.*

To whom paid.	Service.	Amount.	Total.
	Brought forward.....	\$ cts.	\$ cts.
			1,330 00
	NEW BRUNSWICK.— <i>Continued.</i>		
	SALARIES, ETC.— <i>Continued.</i>		
	County of Gloucester.— <i>Continued.</i>		
Justinien Savoy.....	For 12 months' salary, to 30th June, 1878.....	30 00	
John L. Veno.....	do do.....	30 00	
Miles Dempsey.....	do do.....	30 00	
Timothy Oughlan.....	do do.....	30 00	
William Rogers.....	do do.....	25 00	
John Calnan, jun.....	do do.....	25 00	
Adolphe Haché.....	9 do do.....	22 50	
H. A. Sormany.....	3 do do.....	7 50	
			690 00
	County of Kent.		
Charles Cormier.....	For 12 months' salary, to 30th June, 1878.....	100 00	
J. McD. Sutherland.....	do do.....	75 00	
Lazare Guimon.....	do do.....	75 00	
Nicholas Muzzeroll.....	do do.....	50 00	
F. B. Legaré.....	do do.....	30 00	
M. A. Girouard.....	do do.....	30 00	
James Harnett.....	do do.....	30 00	
			390 00
	County of Kings.		
Samuel Gosline.....	For 12 months' salary to 30th June, 1878.....	100 00	
N. H. DeVeber.....	do do.....	50 00	
S. F. Ryan.....	do do.....	30 00	
S. Gamblain.....	do do.....	20 00	
			210 00
	County of Northumberland.		
John Hogan.....	For 12 months' salary, to 30th June, 1878.....	400 00	
William Wyse.....	do do.....	200 00	
William Cushman.....	do do.....	160 00	
N. B. T. Underhill.....	do do.....	160 00	
James Russell.....	do do.....	150 00	
Amos Perley.....	do do.....	100 00	
Kenneth Cameron.....	do do.....	100 00	
John Williston.....	do do.....	100 00	
Prudent Robichaux.....	do do.....	100 00	
Samuel Freeze.....	do do.....	100 00	
William Blake.....	do do.....	50 00	
Thomas Taylor.....	do do.....	50 00	
John Stymast.....	do do.....	50 00	
John Holmes.....	do do.....	50 00	
Aaron Hovey.....	do do.....	30 00	
George Bryenton.....	do do.....	30 00	
Patrick Bergin.....	do do.....	30 00	
Thomas Smith.....	do do.....	30 00	
Patrick Gillis.....	do do.....	30 00	
Denis Hogan.....	do do.....	30 00	
Thomas McKenzie.....	do do.....	30 00	
Henry Oldfield.....	do do.....	30 00	
	Carried forward.....		2,620 00

STATEMENT of Expenditure on account of Fisheries, etc.—*Continued.*

To whom paid.	Service.	Amount.	Total.
		\$ cts.	\$ cts.
	Brought forward.....		2,620 00
	NEW BRUNSWICK.—Continued.		
	SALARIES, ETC.—Continued.		
	<i>County of Northumberland.—Continued.</i>		
Findlay McDairmaid.....	For 21 months' salary, to 30th June, 1878.....	30 00	
N. Morehouse.....	do do	30 00	
J. T. Coughlan.....	do do	30 00	
J. A. Somers.....	do do	30 00	
Michael Donavan	do do	18 00	
John Doyle.....	14 do do	35 00	
P. Russell.....	2 do do	7 50	
			2,190 50
	<i>County of Queens.</i>		
Isaiah Langan.....	For 12 months' salary to 30th June, 1878.....	30 00	
John Secord.....	do do	30 00	
Isaac T. Hetherington....	do do	30 00	
J. J. Camp.....	do do	30 00	
C. Estabrook.....	do do	30 00	
W. H. Clark.....	do do	25 00	
Robert McMann.....	do do	25 00	
Robert Philip.....	do do	25 00	
Solomon Thorne.....	2 do do	5 00	
R. P. Yeoman.....	2 do do	5 00	
Hiram Starkey.....	2 do do	5 00	
			240 00
	<i>County of Restigouche.</i>		
E. Ferguson.....	For 12 months' salary to 30th June, 1878.....	100 00	
A. McPherson, jun.	do do	25 00	
J. McMillan.....	do do	25 00	
Dugald Carmichael.....	do do	25 00	
			175 00
	<i>County of Sunbury.</i>		
G. W. Hoben.....	For 12 months' salary to 30th June, 1878		100 00
	<i>County of St. John.</i>		
Joseph O'Brien.....	For 12 months' salary to 30th June, 1878.....	150 00	
William Skillen.....	do do	100 00	
			250 00
	<i>County of Victoria.</i>		
Charles McCluskey.....	For 12 months' salary to 30th June, 1878	100 00	
Charles Roberts.....	do do	30 00	
J. McDougall.....	do do	30 00	
G. Bedell.....	do do	30 00	
Donald Frazer.....	do do	30 00	
Thomas Edgar.....	do do	30 00	
Edward Maloney.....	do do	30 00	
			280 00
	Carried forward.....		5,855 50

STATEMENT of Expenditure on account of Fisheries, etc.—*Continued.*

To whom paid.	Service	Amount.	Total.
		\$ cts.	\$ cts.
	Brought forward.....		5,855 50
	NEW BRUNSWICK.—Continued.		
	SALARIES, ETC.—Continued.		
	<i>County of Westmoreland.</i>		
W. B. Deacon.....	For 12 months' salary to 30th June, 1878	100 00	
Hugh Davidson.....	do do	100 00	
D. T. Cormier.....	do do	60 00	260 00
	<i>County of York.</i>		
J. Campbell.....	For 12 months' salary to 30th June, 1878.....	60 00	
William Brown.....	do do	60 00	
Alex. Moir.....	do do	30 00	150 00
	DISBURSEMENTS OF FISHERY OVERSEERS.		
James Hickson.....	For 12 months' disbursements to 31st December, 1877.....	157 46	
John Hogan.....	do do	134 42	
William Wyse.....	do do	82 37	
Samuel Gosline.....	do do	78 76	
W. B. Deacon.....	do do	77 50	
B. L. Cunningham.....	do do	71 75	
James Russell.....	do do	66 70	
John Williston.....	do do	59 00	
Patrick Curran.....	do do	56 00	
J. McD. Sutherland.....	do do	55 25	
Joseph O'Brien.....	do do	54 09	
W. B. McLaughlin.....	do do	50 00	
Thomas Taylor.....	do do	48 45	
W. Akerley.....	do do	47 19	
Charles McCluskey.....	do do	43 75	
Hugh Davidson.....	do do	43 00	
N. B. T. Underhill.....	do do	39 75	
Samuel Freeze.....	do do	38 95	
James Brown.....	do do	37 50	
D. T. Cormier.....	do do	34 00	
G. W. Hoben.....	do do	33 66	
James M. Lord.....	do do	31 00	
Hugh Harrison.....	do do	20 75	
N. H. DeVeber.....	do do	30 00	
Charles Cormier.....	do do	30 00	
Prudent Robichaux.....	do do	30 00	
Amos Perley.....	do do	30 00	
E. Ferguson.....	do do	26 50	
William Bateman.....	do do	26 00	
Isaac T. Hetherington.....	do do	22 00	
William Brown.....	do do	18 95	
Justinien Savoy.....	do do	18 00	
William Blake.....	do do	15 00	
W. E. Skillen.....	do do	14 00	
Kenneth Cameron.....	do do	14 00	
F. McDairmaid.....	do do	13 50	
John Stymast.....	do do	12 25	
Hugh Miller.....	do do	12 00	
	Carried forward.....	1,683 41	6,265 50

STATEMENT of Expenditure on account of Fisheries, etc.—*Continued.*

To whom paid.	Service.	Amount.	Total.
	Brought forward.....	\$ cts. 1,683 41	\$ cts. 6,265 50
	NEW BRUNSWICK— <i>Continued.</i>		
	DISBURSEMENTS, ETC.— <i>Continued.</i>		
Juste Haché.....	For 12 months' disbursements, to 31st Dec., 1877...	11 60	
Leonard Best.....	do do	9 00	
Alexis Landry.....	do do	4 00	
J. W. Taylor.....	do do	3 60	
			1,711 61
W. H. Venning.....	For 12 months' salary as Inspector of Fisheries.....	1,371 96	
Receiver General.....	Superannuation tax on W. H. Venning's salary	28 00	
C. R. Venning.....	12 months' salary as Clerk to Inspector of Fisheries.....	394 92	
Receiver General.....	Superannuation tax on C. R. Venning's salary.	5 00	
W. H. Venning.....	12 months' disbursements as Inspector of Fisheries.....	382 31	
C. R. Venning.....	Arrears of salary to 30th June, 1877.....	325 42	
Lordly, Howe & Co.....	Office furniture to replace that destroyed by fire.....	101 60	
G. F. Simonson.....	Rent of office.....	200 00	
C. G. Berryman.....	Hardware fittings for office.....	14 55	
Bowes, Campbell & Ellis	Stoves, etc., fittings.....	19 58	
R. P. & W. F. Starr.....	Coal.....	30 99	
J. L. McCoskery.....	Stationery.....	19 75	
F. G. Loggie.....	Maps.....	3 25	
R. D. McArthur.....	Postage stamps.....	20 00	
J. L. McCoskery.....	do.....	10 00	
F. Robidoux.....	Advertising in <i>Moniteur Acadien</i>	15 68	
D. G. Smith.....	do <i>St. Lawrence Advance</i>	1 60	
D. McAlpine.....	Directory.....	2 00	
Thomas Mack.....	Freight.....	2 41	
			2,949 00
	Total.....		10,926 11
	PRINCE EDWARD ISLAND.		
	SALARIES OF FISHERY OVERSEERS AND WARDENS.		
	<i>County of Kings.</i>		
Martin MacInnis.....	For 12 months' salary to 30th June, 1878.....	150 00	
John Crane.....	do do	30 00	
James MacInnis.....	do do	30 00	
John McGuire.....	do do	30 00	
James McAuley.....	do do	30 00	
Patrick McInnis.....	do do	30 00	
Wm. R. Dingwell.....	do do	30 00	
John Brien.....	do do	30 00	
Thomas Clay.....	do do	30 00	
D. D. Campbell.....	do do	30 00	
Francis Cook.....	do do	30 00	
Andrew Whelan.....	14 do do	35 00	
John Fisher.....	1 do do	4 17	
			489 17
	Carried forward.....		489 17

STATEMENT of Expenditure on account of Fisheries, etc.—*Continued.*

To whom paid.	Service.	Amount.	Total.
		\$ cts.	\$ cts.
	Brought forward.....		489 17
	PRINCE EDWARD ISLAND.— <i>Continued.</i>		
	SALARIES, ETC.— <i>Continued.</i>		
	County of Prince.		
John Clark.....	For 12 months' salary to 30th June, 1878.....	150 00	
James T. Reid.....	do do.....	30 00	
James Ramsay.....	do do.....	30 00	
Hugh McIntosh.....	do do.....	30 00	
Peter H. Perry.....	do do.....	30 00	
Abraham Wall.....	do do.....	30 00	
Patrick McBride.....	do do.....	30 00	
William Burns.....	do do.....	30 00	
Nathl. McArthur.....	do do.....	30 00	
Lawrence Phee.	do do.....	30 00	
			420 00
	County of Queen's.		
Isaac Thompson.....	For 12 months' salary, to 30th June, 1878.....	150 00	
Ewen Clark.....	18 do do.....	45 00	
Michael Ready.....	12 do do.....	30 00	
James Clow.....	do do.....	30 00	
Lionel Garnim.....	do do.....	30 00	
William Whitehead.....	do do.....	30 00	
Thomas Murphy.....	do do.....	30 00	
Roderick Morrison.....	do do.....	30 00	
Alex. McRae.....	do do.....	30 00	
David Rattray.....	do do.....	30 00	
John McMillan.....	do do.....	30 00	
			465 00
	DISBURSEMENTS OF FISHERY OVERSEERS.		
Martin MacInnis.....	For 12 months' disbursements, to 31st Dec., 1877...	150 00	
John Clark.....	do do.....	100 00	
Isaac Thompson.....	do do.....	78 55	
Patrick McInnis.....	do do.....	30 00	
Patrick McBride.....	do do.....	15 00	
James Ramsay.....	Disbursements in connection with prosecutions for violation of Fisheries Act.....	84 82	
William Mitchell.....	Postage.....	4 00	
			462 37
	Total.....		1,836 54
	British Columbia.		
A. C. Anderson.....	For 12 months' salary as Inspector of Fisheries, to 30th June, 1877.....	600 00	
do.....	Disbursements as Inspector of Fisheries.....	90 00	
			690 00
	Manitoba.		
Donald Gunn.....	For 12 months' salary as Fishery Overseer, to 30th June, 1877.....		200 00

STATEMENT of Expenditure on account of Fisheries, etc.—Continued.

To whom paid.	Service.	Amount.	Total.
		\$ cts.	\$ cts.
FISH-BREEDING.			
Samuel Wilmot.....	For 12 months' salary as Fishery Officer in charge of the several Fish Breeding Establishments in the Dominion, to 30th June, 1878..	1,960 00	
Receiver-General.....	Superannuation tax on S. Wilmot's salary.....	40 00	
Samuel Wilmot.....	12 month's disbursements.....	775 86	
	<i>Newcastle Establishment, Ontario.</i>		2,775 86
Wm. Parker.....	For 9 months' wages as Caretaker, to 31st December, 1877.....	375 00	
C. E. Lowe.....	9 months' wages as Assistant Caretaker, to 31st December, 1877.....	300 00	
Wm. Parker.....	Disbursements as Caretaker.....	145 85	
C. E. Lowe.....	do Assistant Caretaker.....	59 92	
John Otten.....	Labour at Fish-Breeding Establishment.....	31 50	
John Kelsey.....	do do.....	23 00	
Patrick Nugent.....	do do.....	9 00	
Joseph Nevin.....	do do.....	15 00	
Thomas Goursoll.....	Labour at dam and raceway.....	63 12	
Richard Spencer.....	do do.....	55 32	
Alex. Parker.....	Fishing trap-nets, Lake Ontario.....	115 00	
Mathew Wilson.....	do do.....	15 00	
Alfred Bright.....	Picking ova.....	22 80	
D. J. Hinman.....	Collecting ova.....	24 25	
M. Begg.....	Guardian, Wilmot's Creek.....	30 00	
McDonald Patterson.....	do Grafton do.....	49 50	
James Speen.....	Cedar posts, timber, etc.....	109 00	
D. Cornstock.....	Lumber.....	22 26	
George Haynes.....	do.....	3 81	
W. McSpadden.....	Coal.....	73 20	
J. R. Barefeldt.....	Coal oil, hardware.....	38 35	
R. Fothergill.....	do.....	17 09	
S. Wilmot.....	Rental of premises, Fish-breeding Establishment.....	250 00	
H. Soper.....	Rent of water privileges, Barber's Creek.....	5 00	
Thomas Douglas.....	Express charges on California salmon, etc.....	186 82	
Montreal Telegraph Co.....	Telegrams.....	48 02	
Dominion do.....	do.....	29 15	
A. F. Wallbridge.....	Postages.....	13 84	
Thomas Reno.....	Baskets.....	2 50	
S. Manning.....	Barrels.....	1 60	
Wm. Alexander.....	Cotton batting.....	2 65	
James Wright.....	Tinware.....	9 83	
Haskins & Sons.....	Fish cans.....	24 50	
James Wright.....	Galvanized iron tank.....	25 69	
Wm. Hooper.....	Masonry.....	10 49	
Bomanville Co.....	Furniture.....	7 70	
Forest and Stream News- paper.....	Subscription.....	5 00	
Professor Baird.....	Expenses on California salmon ova.....	4 70	
Hall, Kay & Co.....	Galvanized iron.....	23 85	
A. A. Grantly.....	Taxidermy.....	16 00	
Alex. Parker.....	Ice.....	16 00	
John Wilmot.....	Fish eyes.....	5 25	
J. H. Roffe.....	Painting.....	40 36	
Wm. Sands.....	Blacksmith's work.....	28 89	
Land and Water.....	Newspaper subscription.....	18 25	
W.R. Olinnie.....	Printing.....	6 25	
L. Stone.....	California salmon ova.....	23 25	
			2,403 56
	Carried forward.....		5,179 42

STATEMENT of Expenditure on account of Fisheries, etc.—Continued.

To whom paid.	Service.	Amount.	Total.
		\$ cts.	\$ cts.
	Brought forward.....		5,179 42
	FISH-BREEDING.—Continued.		
	<i>Sandwich Establishment, Ontario.</i>		
James Nevin	For 15 months' wages as Caretaker, to 31st December, 1877.....	700 00	
D. Lemonde.....	Wages as Engineer	274 50	
C. Lemonde.....	Wages as Assistant Engineer.....	54 00	
James Nevin	Disbursements distributing fry.....	223 35	
Wm. Vanderume.....	Picking ova.....	6 40	
Wm. Shields	do	32 00	
Alfred Bondy.....	do	6 00	
Louis Girds.....	do	6 00	
Albert Roberts.....	do	11 20	
Fred. Niel	do	12 00	
H. Johnstone.....	do	20 25	
Arsène Joli.....	do	24 80	
Albert Youngblood.....	do	10 50	
Charles Adams.....	do	21 20	
J. Légaré.....	Collecting ova.....	13 00	
George Freeman.....	do	21 25	
Wm. Hill.....	Labour at Fish-Breeding Establishment.....	73 00	
A. Masters.....	do do	28 00	
Martin O'Brien	do do	45 00	
Audet & Werry.....	Coal	78 47	
Perreau & Ouellette.....	Lumber.....	34 70	
Robert Adamson.....	do	5 00	
Thomas Fox.....	do	2 12	
Wm. McMahon.....	Spawning fish.....	36 00	
Haskin & Son.....	Tin fish-hatchers.....	82 00	
Thomas C. Sutton	Sponges, &c.....	12 40	
S. Hotte	Horse hire.....	14 50	
Detroit Metal Co.....	Iron tubing.....	27 89	
James Nevin.....	Paraffine varnish.....	6 50	
Dry Dock Co.....	Iron pipes	20 87	
Thomas Wilson.....	Diver's work putting down pipes.....	28 00	
D. Lemonde.....	Water for engine	4 30	
George Geeksford.....	Repairs to machinery	3 50	
T. Boismier.....	do do	13 00	
Samuel Bouffard.....	Oordwood	96 25	
Wm. Wright	Sawing wood	18 40	
R. Purser & Son	Iron vats.....	193 02	
Pequenot & Co.....	Hardware	29 20	
James Nevin.....	Oil	20 94	
Wm. Hill.....	Carrying ova	15 50	
H. Moffat.....	Log for pipe.....	11 12	
T. H. Easton.....	Varnish	2 50	
Thomas Dowe.....	Freight.....	2 17	
Daniel Lemonde.....	Boat hire	20 00	
Duschesne & Co.....	Patent taps.....	78 43	
R. Tuiser & Son.....	Oil clothes.....	21 22	
H. E. Edwards.....	Rubber tubing.....	10 06	
Telegraph Co.....	Telegrams.....	2 00	
Kerr Bros.....	Stove fixtures	3 45	
Robert Adamson.....	Teaming	8 00	
J. T. McLeod.....	Postage stamps.....	9 75	
James McKee	Rent of grounds	40 00	
H. Petrimoulx.....	Boarding men.....	12 50	
			2,546 21
	Carried forward.....		7,725 63

STATEMENT of Expenditure on account of Fisheries, etc.—Continued.

To whom paid.	Service.	Amount.	Total.
		\$ cts.	\$ cts.
	Brought forward.....		7,725 63
	FISH-BREEDING.—Continued.		
	<i>Tadoussac Establishment, Quebec.</i>		
Pierre Plourde.....	For twelve months' wages as Caretaker, to 31st March, 1877.....	308 00	
do	Disbursements distributing fry.....	13 90	
Faustin Boivin.....	Wages as Guardian, Anse St. Jean Reception House.....	45 25	
Henry Plourde.....	Labour at Fish-house.....	36 45	
D. McLaren.....	do do	25 00	
John Fortin.....	do do	6 00	
P. Côté.....	do do	1 40	
Flamand Boulliane.....	do do	0 50	
Thomas Therrien.....	do do	0 20	
Alex. Tremblay.....	do do	0 20	
Mary Tremblay.....	do do	0 80	
Emma Plourde.....	do do	1 20	
Denise Tremblay.....	do do	6 00	
Emélie Lavoie.....	do do	8 00	
Bell Manning.....	do do	13 00	
Sophie Tremblay.....	do do	0 40	
A. Fortier.....	do do	11 75	
Grégoire Boulliane.....	do Fish Pond.....	4 65	
Theo. Charron.....	do do	1 35	
Frs. Boulliane.....	do do	11 40	
David Therrien.....	do do	8 40	
Joseph Morin.....	do do	6 30	
Luc Mallart.....	do do	12 94	
Thos. Maltais.....	do do	13 00	
Roger Therrien.....	do do	5 93	
L. Dufour.....	do distributing salmon fry.....	7 20	
L. D. Pednault.....	do do	13 82	
Thos. Therrien.....	do do	10 50	
Philibert Ottis.....	do do	6 00	
Joseph Boulliane.....	do do	2 40	
Donald McLaren.....	do do	14 54	
L. Lévesque.....	do Caretakers' house.....	2 00	
Narcisse Simard.....	Tending Petite Ile Fishery....	20 00	
Alfred Hovington.....	do do	2 10	
Jules Boulliane.....	do l'Anse aux Pilotes Fishery.....	1 13	
Richard Morin.....	do do	75 18	
Cosac Poitras.....	do Point Rouge Fishery.....	1 00	
Simon Godreau.....	Services as Boatman.....	65 33	
Bell Manning.....	do	36 00	
Alex. Tremblay.....	do	10 67	
Frs. Boulliane.....	do	1 80	
Maurice Dumesnil.....	do	75 00	
John Gauthier.....	Boat hire.....	3 00	
Fred. Dufour.....	Expenses transporting fry.....	32 00	
Joseph Radford.....	do	15 50	
Joseph Boucher.....	do	4 90	
Octave Tremblay.....	Towing boats with salmon fry.....	16 00	
St. Lawrence Steamboat Co.	Passages, freight, &c.....	77 84	
Walter Rae.....	Freight and express charges on barrels.....	7 50	
Price Bros.....	Lumber, hardware, &c.....	376 45	
F. Bourgeois.....	do	17 25	
Joseph Radford.....	Shingles.....	10 40	
	Carried forward.....	1,452 57	7,725 63

STATEMENT of Expenditure on account of Fisheries, etc.—Continued.

To whom paid.	Service.	Amount.	Total.
	Brought forward.....	\$ cts. 1,452 57	\$ cts. 7,725 63
	FISH-BREEDING.—Continued.		
	<i>Tadoussac Establishment, Quebec.—Continued.</i>		
J. Jourdain	For Shingles	3 60	
Nicholas Gauthier	do	3 00	
André Boulet	Carpenters' work.....	4 45	
Fabien Côté.....	do	8 22	
Eurelien Lavoie.....	do	5 40	
Jules Tremblay.....	Black-miths' work.....	7 48	
Napoleon Rouleau.....	do	1 85	
Joseph Bélanger.....	Wages and board as Special Guardian.....	247 55	
Joseph Dion.....	do	195 50	
Laurent Lévesque.....	Board as	7 50	
E. Lacroix.....	do	22 50	
Flavien Tremblay.....	Flat for Petite Ile Fishery.....	6 00	
Wm. Parker	Travelling disbursements to Newcastle	20 00	
F. Seifert	Thermometer.....	1 75	
Joseph Perron.....	Repairs	1 80	
O. Boulliane	Supplies.....	4 80	
H. Ottis	Night watching	1 80	
J. Jourdain	Seining trout, Ste. Marguerite.....	10 00	
Joseph Radford.....	Paid for labor.....	5 37	
Fraser & Sutherland.....	Water casks and tubs.....	20 75	
W. H. Laroche.....	Grass seed for grounds.....	4 50	
Thomas Desbiens.....	Rent of house for Bergeronnes Guardian.....	3 00	
Pierre Marquis.....	Procuring trout ova.....	2 00	
Auguste Goudreau.....	Cartage	1 40	
Onésime Boulliane.....	Hardware	1 65	
Joseph Boivin.....	do	28 70	
Damien Tremblay.....	Cleaning Fish-House	0 55	
Cain Tremblay.....	Firewood for Bergeronnes Guardian.....	0 70	
Joseph Radford.....	Postages and telegrams	4 25	
John Brown	Rope	7 80	
John Wilmot.....	Survey and plan, Tadoussac Establishment.....	25 00	
Audet & Robitaille.....	Rope, &c.....	136 76	
Joseph Radford.....	Allowance for conducting Fish-breeding Estab- lishment from 1st July, 1877, to 30th June, 1878.....	400 00	
J. M. Tardivel.....	Glass	4 80	
T. Parent	Lime	2 60	
P. Stephens.....	Travelling expenses as Special Guardian..	10 00	
N. Fitzhenry.....	Paints, oils, &c	61 92	
F. X. Belanger.....	Preserving specimen of fish.....	27 00	
P. Gauvreau & Bros.....	Codlines.....	34 90	
D. E. Price.....	Supplying parent salmon for manipulation	271 50	
			3,060 93
	<i>Gaspé Basin Establishment, Quebec.</i>		
P. Vibert.....	For 15 months' salary as Fishery Officer in charge..	375 60	
do	Disbursements in connection with Fish-breed- ing Establishment	183 99	
Henry Davis.....	Wages as Assistant Caretaker.....	349 22	
John Davis	Setting and tending salmon-nets.....	120 60	
F. R. Coffin.....	do	50 70	
J. B. Coffin.....	do	18 20	
Benjamin Annett	do	22 10	
Stanislas Bond	do	22 10	
S. Davis.....	do	89 80	
	Carried forward.....		10,786 55

STATEMENT of Expenditure on account of Fisheries, etc.—Continued.

To whom paid.	Service.	Amount.	Total.
		\$ cts.	\$ cts.
	Brought forward.....		10,786 56
	FISH-BREEDING.—Continued.		
	<i>Gaspé Basin Establishment, Quebec.—Continued.</i>		
F. Annett.....	For supplying parent salmon.....	8 75	
John Coffin.....	Distributing salmon-fry.....	32 25	
Robert Coffin.....	do.....	47 25	
Joseph Cass.....	do.....	45 75	
Felix Annett.....	do.....	34 00	
Peter Miller.....	do.....	34 00	
Alfred Davis.....	do.....	63 00	
W. C. Davis.....	do.....	52 50	
James Coffin.....	do.....	6 00	
James Shaffin.....	Assistance.....	27 70	
Alfred Davis.....	do.....	18 00	
J. S. Davis.....	do.....	39 00	
W. C. Davis.....	Labor.....	21 50	
J. E. Collas.....	Paint, oil, rope, hardware.....	82 34	
J. Leboutillier & Co.....	Salmon twine, hardware, &c.....	44 67	
J. Eden & Son.....	Nets, rope, freight, &c.....	19 24	
James Beattie.....	Hardware.....	2 30	
Wm. Carter.....	Grapnels.....	4 00	
Hall, Kaye & Co.....	Perforated zinc.....	6 72	
Wm. Shanley.....	Making fence.....	18 07	
Widow C. Coffin.....	Making and repairing nets.....	25 50	
John Ross.....	Salmon net.....	6 00	
J. S. Davis.....	Building dam.....	132 00	
M. A. Montgomery.....	Views of Fish-breeding Establishment.....	8 00	
Joseph N. Lavoie.....	Copy of deed.....	1 45	
George Coffin.....	Carting salmon ova.....	27 50	
Wm. Howe.....	Horse-hire.....	4 40	
Joseph Cass.....	Carpenter's work.....	11 10	
Frs. LeBrun.....	Casks.....	0 85	
Joseph Eden.....	Coal.....	13 50	
			2,069 05
	<i>Restigouche Establishment, Quebec.</i>		
John Mowat.....	For 12 months' salary as Fishery Officer in charge.....	300 00	
do.....	Disbursements in connection with distribution of salmon fry, &c.....	262 40	
Joseph Beaulieu.....	Wages as Oaretaker.....	320 00	
James McMillan.....	Distributing fry.....	4 00	
Wm. Robertson.....	do.....	28 00	
Moore & Gracey.....	do.....	24 00	
Wm. Robertson.....	Catching salmon.....	65 00	
James Miles.....	do.....	39 00	
A. Mowat.....	do.....	20 00	
John Hearn.....	do.....	30 00	
John Mowat.....	Hire of horses and scow.....	48 00	
Thomas Copeland.....	Carpenter's work.....	34 50	
Alex. Ferguson.....	do.....	25 00	
James Lee.....	Cans.....	16 00	
Shields Connors.....	Sockets for nets.....	3 00	
D. Frazer.....	Horse hire.....	20 00	
J. Mowat.....	Building retaining dam at Indian house.....	188 00	
American Net & Twine Co.....	Salmon twine.....	109 97	
A. Asker.....	Stove pipes.....	4 00	
John Ferguson.....	Boat.....	15 00	
			1,555 87
	Carried forward.....		14,411 48

STATEMENT of Expenditure on account of Fisheries, etc.—Continued.

To whom paid.	Service.	Amount.	Total.
	Brought forward.	\$ cts.	\$ cts.
			14,411 48
	FISH-BREEDING.—Continued.		
	<i>Bedford Basin Establishment, Nova Scotia.</i>		
A. B. Wilmot.....	For 13 months' salary as Officer in charge.....	868 58	
do	Disbursements distributing fry, &c.	691 53	
F. G. Tolson.....	Labour as Assistant at Bedford Fish-Breeding Establishment.....	345 00	
George Reeves	Labour at Bedford Fish-Breeding Establish- ment.....	45 00	
John Tolson.....	do	16 00	
S. Heffler	do	5 00	
J. H. Anderson.....	do	36 85	
John Eastwood	do	14 00	
Alex. Patrick.....	Catching and guarding salmon.....	80 00	
O. K. Fillmore.....	do	125 10	
Anderson & Bayers.....	do	190 00	
A. Tolson.....	Cartage of salmon fry, &c.....	145 31	
Wm. Moore.....	do	20 80	
T. Walsh.....	Glassware, paint, oil, &c.....	38 14	
Smith & Co.....	Tinware.....	70 04	
W. H. Smith.....	Breeding tubs.....	12 00	
P. Welsh.....	Wire cloth netting.....	13 40	
Black Bros. & Co.....	do	3 75	
Theakston & Angevin.....	Hardware.....	39 19	
J. J. Hingley.....	do	8 38	
J. Hamilton.....	Lumber.....	6 98	
Moir & Co.....	do oil, &c.....	19 42	
James Dempster.....	do	23 00	
W. Roche, jun.....	Coal.....	54 00	
J. Mitchell.....	Hauling coal.....	6 00	
R. Anderson.....	Freight on coal.....	12 00	
J. W. Currie.....	Lamp chimneys and oil.....	9 68	
Oxford Wooden Co.....	Wooden ware.....	20 00	
B. W. Fultz.....	Making boxes.....	33 00	
W. L. Lowell & Co.....	Paraffine varnish.....	8 82	
A. B. Wilmot.....	Freight on varnish.....	1 83	
H. M. Customs.....	Import duty.....	1 85	
W. Tolson.....	Paper, oil, &c.....	7 50	
G. F. Miller.....	Ice.....	6 00	
P. Mitchell.....	Hauling gravel.....	5 00	
J. E. Wilson.....	Pumps.....	11 15	
Joseph Eastwood.....	*Picking ova.....	10 00	
A. B. Wilmot.....	Horse hire transporting fry.....	28 00	
Wm. Moore.....	Board and horse hire.....	24 00	
Wood Thompson.....	Rent of land at River Philip.....	12 00	
Geo. A. Kent & Co.....	Rubber boots.....	13 00	
Thomas Conrad.....	Freight on ova.....	25 00	
R. H. Cogswell.....	Thermometer.....	1 50	
Western Union Tel. Co.....	Telegrams.....	4 45	
J. P. Connolly.....	Stationery.....	5 40	
McDonald & Co.....	Connection hose.....	3 55	
A. B. Wilmot.....	Nursing tanks, &c.....	50 00	
C. R. Ingles.....	Tubs and fittings.....	29 25	
J. E. Wilsou.....	Repairs to stove.....	1 85	
A. B. Wilmot.....	Repairs and improvements to Establish- ment.....	200 00	
			3,400 00
	Carried forward.....		17,811 48

STATEMENT of Expenditure on account of Fisheries, etc.—*Continued.*

To whom paid.	Service.	Amount.	Total.
		\$ cts.	\$ cts.
	Brought forward.....		17,811 48
	FISH-BREEDING.—Continued.		
	<i>Miramichi Establishment, New Brunswick.</i>		
Isaac Sheasgreen.....	For 13 months' salary as Officer in Charge.....	433 29	
do	Disbursements distributing fry, &c	121 00	
John Hogan	do	148 00	
D. T. Johnston	do	6 00	
John Hogan	Catching salmon	273 43	
Michael Jordan.....	do	9 80	
J. Bateman	For catching salmon	3 00	
J. Boucher	do	3 00	
J. Chamberlain	do	3 00	
J. Sheasgreen.....	do	6 00	
Ed. Whitney.....	Catching shad	3 00	
Hector Morrison.....	do	2 00	
John Walsh.....	do	5 00	
J. T. Hetherington.....	Labour and nets	80 00	
James Copp	Labour.....	15 00	
James W. Lee.....	Fish cans.....	31 00	
K. F. Burns.....	Rope, cordage, &c.....	10 00	
R. R. Call	Coal.....	36 00	
J. Sheasgreen.....	Cartage on coal and sawdust.....	25 75	
M. Jordan.....	Carting ice.....	4 20	
Thos. Harris.....	Horse hire	6 75	
J. D. Weldon	do	6 50	
D. J. Johnston.....	do	8 00	
Wm. Brown.....	Lumber.....	1 95	
Samuel Wilmot.....	Travelling expenses in connection with Miramichi Fish-Breeding Establishment.....	226 55	
			1,468 22
	GENERAL DISBURSEMENTS.		
G. B. Burland.....	For Printing description and views of Newcastle Fish-Breeding Establishment	140 00	
A. A. Campbell.....	Lease of fishing privileges, Campbell's Bay	60 00	
J. Girard	To pay guardians, à Mars River	198 68	
L. N. Biais	Labour and materials repairing fishway, Matane River.....	42 39	
James Patton.....	Collecting salmon trout ova	30 00	
O. Barbeau	Freight expenses placing live bass in Campbell's Bay	52 00	
H. P. Adams	Building fishway, Sanguen River.....	75 00	
Edwin Turner	do Credit River	40 00	
B. K. Claire	Railway charges on bass for Campbell's Bay	1 13	
J. Fitzgerald	Removing obstructions, Pennant River, N.S.....	100 00	
H. S. Jost	do Petite do	50 00	
D. Rosa	Travelling expenses as Special Guardian.....	20 00	
			809 10
	FISHERIES PROTECTION STEAMER		
	"LADY HEAD."		20,088 80
Napoleon Lavoie	For 12 months' salary as Commander.....	1,400 00	
do	do Disbursements	1,448 43	
Pay-list	Wages of Sailing Master, Engineers, Mates and crew, as per pay-list	4,353 11	
	Carried forward.....	7,201 54	

STATEMENT of Expenditure on account of Fisheries, etc.—*Continued.*

To whom paid.	Service.	Amount.	Total.
	Brought forward.....	\$ cts. 7,201 54	\$ cts.
FISHERIES PROTECTION STEAMER "LADY HEAD."—Continued.			
Louis Bourget	Provisions.....	1,902 21	
G. Bouchard.....	do	830 62	
P. Poitras	do	710 90	
F. X. Grenier.....	do	614 37	
Joseph Eden	do	256 35	
L. Arel.....	do	235 42	
E. D. Dion.....	do	54 50	
Toussaint & Frères.....	do	2 80	
F. Plamondon	do Fish	17 80	
L. Marois.....	do Vegetables.....	111 65	
L. Arel.....	do Meat	533 38	
J. A. Eden.....	do do	34 23	
John Davidsohn	do Bread.....	68 40	
D. Langlois.....	do Milk.....	3 47	
Taché & Co.....	do Preserved meats.....	58 58	
G. T. Philips.....	Repairs	580 37	
J. M. Tardivel.....	do	212 20	
L. Guerard	do	58 13	
J. Routier.....	do	49 55	
Joseph Eden.....	do	15 85	
H. Robillard	do	2 00	
J. D. Marsan	do	68 13	
G. H. Gore.....	Cementing.....	2 50	
C. and W. Wurtele.....	Iron.....	112 97	
Intercolonial Coal Co.....	Coal.....	541 80	
F. W. Henshaw.....	do	366 00	
Wm. Neilson.....	do	277 20	
A. Fraser & Co.....	do	1,105 50	
Joseph Eden.....	do	955 80	
Vale Coal Co.....	do	174 80	
Audet & Robitaille.....	Ship's stores.....	758 95	
A. J. Shaw & Co.....	Powder, rubber, &c.....	320 68	
S. Bédard.....	Kitchen utensils, pipes, &c.....	169 42	
George Bissett.....	Plugs.....	2 26	
J. Mulholland.....	Side-lights.....	8 00	
F. O. Vallerand.....	Lamps, chimneys	44 60	
T. Parent.....	Barrels.....	13 50	
J. Boivin.....	Paint, brushes, iron.....	30 50	
Archer & Co.....	Lumber.....	7 62	
H. Denning & Co.....	do	6 25	
Whitehead & Turner.....	Tube cleaner.....	10 00	
Vien, Sorrell & Co.....	Towage	30 00	
T. Routhier.....	Tubs.....	10 75	
F. Derouin.....	Blocks	2 50	
J. Boivin.....	Hardware.....	9 90	
J. M. Dechêne	Uniforms for crew.....	202 38	
do	Blankets, &c	243 95	
N. Lavoie.....	Board	30 00	
Wm. Tait.....	Cotton waste.....	10 20	
Denning & Webster.....	do	4 50	
F. J. Thomas.....	Glassware.....	53 30	
Duquet & Co.....	Clock and barometer	25 50	
C. E. Holliwell	Stationery	102 20	
Dawson & Co.....	do	3 70	
Fisher & Blouin.....	Covering for marine glass.....	3 00	
John Baile.....	Moorage	18 00	
Carried forward.....		19,280 66	

STATEMENT of Expenditure on account of Fisheries, etc.—*Concluded.*

To whom paid.	Service.	Amount.	Total.
	Brought forward.....	\$ cts. 19,280 66	\$ cts.
	FISHERIES PROTECTION STEAMER "LADY HEAD."— <i>Concluded.</i>		
Joseph Vandry.....	Oil cloth.....	14 80	
V. Belanger & Co.....	Olive oil	464 60	
L. Bourget.....	do	131 60	
W. H. Laroque.....	Medicines.....	43 25	
J. W. Marmen.....	Cartage.....	9 70	
P. Rouillard	Cleaning and mending uniforms.....	23 50	
	Total.....		19,967 1

RECAPITULATION.

Fisheries, Ontario.....	\$12,723 88
do Quebec.....	13,662 55
do Nova Scotia.....	15,292 82
do New Brunswick.....	10,926 11
do Prince Edward Island.....	1,836 54
do British Columbia.....	690 00
do Manitoba.....	200 00
Fish-Breeding.....	20,088 80
Fisheries Protection Steamer.....	19,967 11
Total	\$95,387 81

APPENDIX No. 41.

STATEMENT of Moneys received and disbursed by the Corporation of Pilots for the Decayed Pilot Fund of Quebec, during the year 1878.

RECEIPTS.		\$ cts.	\$ cts.
To Balance of 1877.....	7,644 07		
Percentage on contributions to Pilots.....	7,558 89		
Fines.....	20 00		
Interest on investments.....	3,276 00		
Interest—Savings Bank.....	307 20		
			18,806 16
EXPENDITURES.			
To Pensions.....	13,914 61		
Relief.....	159 99		
Salaries.....	600 00		
General expenses.....	12 08		
Deposits at the Savings Bank.....	3,920 68		
Balance on hand.....	198 88		
			18,806 16
PILOTS RELIEVED BY THE FUND.			
Jean Audet dit Lapointe.....	45 33		
Jean Frs. Lamarree.....	45 33		
Wm. Russell.....	53 33		
Edouard Antil.....	16 00		
			159 99
PENSIONERS AT THE EXPENSE OF THE FUND.			
AMOUNT PAID TO EACH DURING THE YEAR FROM 1ST NOVEMBER, 1877, TO 1ST NOVEMBER, 1878.			
PILOTS.			
Ten Pilots at \$160 each.			
Paul Blouin.....	160 00		
J. Bte. Dion.....	160 00		
Charles Chouinard.....	160 00		
Joseph Raymond.....	160 00		
Antoine Labrègue (died 12th February, 1878).....	45 33		
Joseph Langlois.....	160 00		
Frs. Joseph Pouliot.....	160 00		
J. Bte. Bourget.....	160 00		
Alexis Delisle.....	160 00		
Vital Chamberland.....	160 00		
			1,485 33
Carried forward.....			1,485 33

**STATEMENT of Moneys received and disbursed by the Corporations of Pilots
for the Decayed Pilot Fund of Quebec, etc.—Continued.**

	\$ cts.	\$ cts.
Brought forward		1,485 33
PENSIONERS AT THE EXPENSE OF THE FUND.—Continued.		
PILOTS.—Continued.		
<i>Eleven Pilots at \$140 each.</i>		
Férol Bourget.....	140 00	
Cyprien Langlois.....	140 00	
Edouard Demers.....	140 00	
J. Bte. Pâquet (arrears).....	35 00	
do.....	140 00	
Amable St. Laurent.....	140 00	
Joseph St. Laurent.....	140 00	
J. Bte. Turgeon.....	140 00	
F. X. Lachance.....	140 00	
George Laplante (pension from 10th April, 1878).....	77 77	
Clovis Antil (pension from 2nd April, 1878).....	56 38	
Jean Frs. Lamarre (pension from 8th August, 1878).....	31 80	
		1,320 95
<i>Thres Pilots at \$120 each.</i>		
Isaac Lapointe (died 19th April, 1878).....	56 33	
F. H. Lapointe.....	120 00	
Nicholas Paradis (died 15th December, 1878).....	120 00	
		296 33
<i>Twenty-nine Pilots at \$96 Each.</i>		
Antoine Boucher (died 30th May, 1878).....	56 00	
Alex. Chamberland (died 24th December, 1878).....	14 12	
Pierre Charest.....	96 00	
Vital Charest.....	96 00	
F. X. Corriveau.....	96 00	
Frs. Côté.....	96 00	
Frs. Curodeau.....	96 00	
Charles Dion.....	96 00	
Guillaume Fournier (on account).....	48 00	
Michel Fournier.....	96 00	
Pierre Gourdeau.....	96 00	
Joseph Lapointe.....	96 00	
Jean Lavoie.....	96 00	
Louis Lemieux.....	96 00	
F. X. Menard.....	96 00	
Michel Morin.....	96 00	
Frs. Nadeau.....	96 00	
Pierre Pâquet.....	96 00	
Frs. Pelletier.....	96 00	
Gabriel Plante.....	96 00	
Paul Pouliot.....	96 00	
Antoine Roussel.....	96 00	
Alexis Roy.....	96 00	
J. Leon Roy.....	96 00	
Celestin St. Pierre.....	96 00	
Ed. Vaillantcourt.....	96 00	
Charles Vézina.....	96 00	
Michel Vézina.....	96 00	
Olivier Vézina.....	96 00	
		2,614 12
James Forbes (one at \$80).....	80 00	
Joa. Denis dit Lapierre (one at \$40) on account.....	30 00	
		110 00
Carried forward.....		5,826 73

**STATEMENT of Moneys received and disbursed by the Corporation of Pilots
for the Decayed Pilot Fund of Quebec, etc.—Continued.**

	\$ cts.	\$ cts.
Brought forward.....		5,8.6 73
PENSIONERS AT THE EXPENSE OF THE FUND.—Continued.		
WIDOWS OF PILOTS.		
<i>Seventy-eight Widows at \$80 Each.</i>		
Widow of C. J. Adam.....	80 00	
do J. B. Asselin.....	80 00	
do L. (A. A.) Asselin (died 20th March, 1878).....	30 66	
do Antoine Labrègue (from 13th February, 1878).....	56 77	
do L. (M.L.) Asselin.....	80 00	
do Frs. Baquet.....	80 00	
do Grég. Bernier.....	80 00	
do Mag. Bouchard.....	80 00	
do Felix. Caron (on account).....	60 00	
do Germain Caron.....	80 00	
do Ed. Chevalier.....	80 00	
do Firmin Couillard.....	80 00	
do David Cinq-Mars.....	80 00	
do Paul Larochelle (pension from 26th Nov., 1877).....	74 44	
do Thomas Dick.....	80 00	
do Paschal Dick.....	80 00	
do Jean Dion.....	80 00	
do Augustin Dorion.....	80 00	
do Chrys. Dumas (died 20th June, 1878).....	51 33	
do Isaac Lapointe (died 3rd December, 1878).....	49 77	
do Joseph Dumas (died 17th May, 1878).....	43 77	
do Pierre Gourdeau (A.N.) pension from 26th June, 1878.....	27 77	
do Thos. Dunford.....	80 00	
do Joseph Dussil.....	80 00	
do Jean Gobeil.....	80 00	
do Alexis Pelletier.....	80 00	
do Louis Crépault.....	80 00	
do Jean Pelletier (pension from 30th September, 1877).....	86 66	
do Joseph Genest (died 8th September, 1878).....	68 44	
do Denis Glynn (arrears).....	20 00	
do do (on account).....	60 00	
do Pierre Gourdeau (A. F.).....	80 00	
do J. E. Adam.....	80 00	
do Wm. Irvine.....	80 00	
do O. F. Koenig.....	80 00	
do Ovide Lachance.....	80 00	
do Fab. Langelier.....	80 00	
do Julien Langlois.....	80 00	
do L. (E.D.) Langlois.....	80 00	
do Pierre Langlois.....	80 00	
do Frs. Lapointe.....	80 00	
do J. B. Larochelle.....	80 00	
do A. (L. M.) Lavoie.....	80 00	
do Henri Lavoie.....	80 00	
do L. M. Lavoie.....	80 00	
do Firmin Lévesque.....	80 00	
do Jean Marcoux.....	80 00	
do Joseph Mercier.....	80 00	
do Ant. Michaud.....	80 00	
do Henri Noël.....	80 00	
do Pierre Normand.....	80 00	
do Bénoni Normand.....	80 00	
do Thos. Connell.....	80 00	
do Chas. Brown.....	80 00	
do Alexis Ouellet.....	80 00	
do Ant. Boucher (pension from 30th May, 1878).....	33 33	
do Max. Caron.....	80 00	
do J. B. Patoine.....	80 00	
do David Pettigrew.....	80 00	
Carried forward.....	4,342 94	5,826 73

**STATEMENT of Moneys received and disbursed by the Corporation of Pilots
for the Decayed Pilot Fund of Quebec, etc.—Continued.**

	\$	cts.		\$	cts.
Brought forward.....	4,342	94		5,826	73
PENSIONERS AT THE EXPENSE OF THE FUND.—Continued.					
WIDOWS OF PIDOTS.—Continued.					
<i>Seventy-eight Widows at \$80 each.</i>					
Widow of Benj. Pineau.....	80	00			
do Paul Pouliot.....	80	00			
do J. M. Plante.....	80	00			
do Amable Genest.....	80	00			
do Frs. Rioux.....	80	00			
do Pierre Curodeau.....	80	00			
do Eusèbe Thivierge.....	80	00			
do Fred. Simpson.....	80	00			
do John Simpson.....	80	00			
do Joseph Simpson.....	80	00			
do George St. Amant.....	80	00			
do R. E. Simard.....	80	00			
do Pierre Ross.....	80	00			
do Robert Demers.....	80	00			
do Isaac Gourdeau.....	80	00			
do Joseph Lévesque.....	80	00			
do J. Bte. Caron.....	80	00			
do Amable Fournier.....	80	00			
do Pierre Laprise.....	80	00			
do Thos. Thivierge.....	80	00			
				5,942	94
<i>Twelve Widows at \$64 each.</i>					
Widow of Wm. Amyot.....	64	00			
do Paul Blouin.....	64	00			
do Frs. Boissinot.....	64	00			
do Célestin Côté.....	64	00			
do Frs. Desnoyers (died 29th May, 1878).....	37	15			
do P. Desrosiers.....	64	00			
do F. X. Lachance.....	64	00			
do P. P. Lachance.....	64	00			
do F. Leclerc (arrears).....	16	00			
do do.....	64	00			
do Michel Pellatier.....	64	00			
do J. O'Reilly.....	64	00			
do A. Royer.....	64	00			
				767	15
<i>Seven Widows at \$48 each.</i>					
Widow of J. Dandurand.....	48	00			
do André Keable.....	48	00			
do Guil. Morency.....	48	00			
do Mag. Rioux (on account).....	36	00			
do Pierre Rouleau.....	48	00			
do J. B. Servant.....	48	00			
do H. Verrault.....	48	00			
				324	00
<i>Sixteen Widows at \$40 each.</i>					
Widow of Zacharie Blanchet.....	40	00			
do Malcolm Cavenagh (on account).....	20	00			
do Fabien Caron.....	40	00			
do Mag. Côté.....	40	00			
do R. Côté.....	40	00			
do Ant. Fortier.....	40	00			
do L. (A. R.) Langois (arrears).....	10	00			
Carried forward.....	230	00		12,850	82

**STATEMENT of Moneys received and disbursed by the Corporation of Pilots
for the Decayed Pilot Fund of Quebec, etc.—Continued.**

		\$	cts.	\$	cts.
Brought forward.....		230	00	12,850	82
PENSIONERS AT THE EXPENSE OF THE FUND.—Concluded.					
WIDOWS OF PILOTS.—Concluded.					
<i>Sixteen Widows at \$40 each.</i>					
do	do		40	00	
do	Pierre Lapierre (re-married 20th May, 1878).....		22	11	
do	Pierre Lapointe		40	00	
do	Pierre Michaud		40	00	
do	Thos. McNeil		40	00	
do	Edouard Nolet (pension from 28th February, 1878).....		26	67	
do	George Plante.....		40	00	
do	A. Raymond.....		40	00	
do	George Simard (arrears).....		20	00	
do	do (account).....		10	00	
do	Louis Thivièrge.....		40	00	
				588	78
CHILDREN OF PILOTS.					
Abraham Chasseur (died 25th May, 1878	1		18	11	
David Charest	1		27	00	
Hil. Couillard (sick)	1 (arrears).....		12	00	
do	do		27	00	
Henri Gauthier	1 (arrears).....		5	00	
do	do		20	00	
D. Charest, Gervais, (sick)	1		23	00	
W. Petitgrew	do 2		38	75	
Thomas Boutin	do 1		21	00	
P. Toussaint	do 1		21	00	
Pierre Pâquet	do 1		21	00	
F. Dupis	do 1		20	00	
N. Fortin	do 1		20	00	
Jos. Johan	do 1 (on account).....		15	00	
E. Lavoie	do 3		48	15	
P. Garneau	do 2		30	75	
B. Pineau	do 1 (arrears).....		9	00	
do	do (on account).....		3	00	
Isaac Forbes	do 2		36	25	
E. Gourdeau	do 1 (arrears).....		30	00	
do	do (on account).....		10	00	
Chas. U. Chouinard	2 do		20	00	
				475	01
				13,914	61
RECAPITULATION OF PENSIONS.					
10 Pilots at \$160.....			1,485	33	
11 do 140			1,320	95	
3 do 120			296	33	
29 do 96			2,614	12	
1 do 80.....			80	00	
1 do 40 account.....			30	00	
73 Widows at 80.....			5,942	94	
12 do 64			757	15	
7 do 48			324	00	
16 do 40			588	78	
24 Children at divers amounts			475	01	
				13,914	61

**STATEMENT of Moneys received and disbursed by the Corporation of Pilots
for the Decayed Pilot Fund of Quebec, etc.—Concluded.**

CREDIT.		\$ cts.	\$ cts.
<i>Receipts—Detail.</i>			
To Balance of 1877		7,644 07	
Syndics of the Quebec Roads: 1 year's interest on \$22,800 to the 1st July, 1878		1,368 00	
The City of Quebec: 1 year's interest on \$9,000, to the 1st July, 1878 ..		630 00	
Dominion of Canada: 1 year's interest on \$19,300, to the 1st Oct., 1878.		1,158 00	
Estate, P. Boisseau: 1 year's interest on \$2,000		120 00	
Savings Bank—Interests to 25th May, 1878		307 20	
Fines: from Quebec Harbour Commissioners		20 00	
Amount received from the Corporation of Pilots		7,316 59	
do do Pilot Captains		242 30	
			18,806 16
DEBIT.			
<i>Pensions and Relief, &c., paid during the Season of 1878.</i>			
To Relief		159 99	
Arrears on pensions on 31st December, 1877		187 78	
Amount of the list of pensions for the quarter ending 31st January, 1878		3,536 00	
do do do 30th April, 1878		3,440 30	
do do do 31st July, 1878		3,399 40	
do do do 31st October, 1878		3,351 13	
1 year's salary to Treasurer and Assistant		600 00	
General Expenses: legal services, blank forms		12 00	
Deposits in Savings Banks		3,920 68	
Balance on hand		198 88	
			18,806 16
STATEMENT OF FUND.			
Moneys loaned		53,350 68	
Moneys on hand, viz.: In Savings Banks		3,920 68	
do In the Treasurer's hands		198 88	
		57,470 24	
To deduct the arrears of pensions due to-day		433 00	
			57,037 24

F. X. DION,
Treasurer.

E. E.

TRINITY HOUSE,
QUEBEC, 31st December, 1878.

We, the undersigned, certify to having closely examined the books and accounts of the Decayed Pilot Fund of Quebec, and to having found them correct.

(Signed) P. COUSIN,
Accountant.

ELZEAR GODBOUT, }
J. F. X. BERNIER, } *Auditors.*

APPENDIX No. 42.

REPORT ON THE DECAYED PILOT FUND OF MONTREAL FOR THE CALENDAR YEAR ENDED 31st DECEMBER, 1878.

HARBOUR COMMISSIONERS OF MONTREAL,
SECRETARY'S OFFICE,

MONTREAL, 6th January, 1879.

SIR,—I have the honour to transmit herewith, for the information of the Honourable the Minister of Marine and Fisheries, statements of the receipts and disbursements of the "Decayed Pilot Fund" of this District, for the year ended 31st December, 1878, together with a statement showing the condition of the Fund at that date.

The amount to the credit of the Fund shows an increase of \$1,286.55 as compared with last year, although there has been a falling off in the poundage received of about \$64, and two new pensioners have been placed on the list.

The following changes have occurred during the year, viz.: Pilot Eusebe Toupin, aged 53, died on the 5th April, and Pilot Leandre Mayrand, aged 55, died on the 1st September. In accordance with the new scale of pensions adopted last year, the Fund has been charged with the pensions for their widows at a yearly rate of \$75 and \$90, respectively.

There are twenty-five pensioners on the list at present, viz.: twenty-two women and three men, and the total amount paid them for the year was \$2,147.70.

I have the honour to be, Sir,
Your most obedient servant,

H. D. WHITNEY,
Assistant Secretary.

WM. SMITH, Esq.,
Deputy Minister of Marine, &c.,
Ottawa.

DR H. D. WHITNEY, Acting Treasurer, in account with Decayed Pilot Fund. Or

1878.		\$ cts.	1878.		\$ cts.
January 1...	To Balance brought forward	2,708 90	Febru'y 1...	By Paid Widow Olivier Abelle, 3 months' pension, to 1st February	22 50
do 28...	Received six months' interest on \$24,000 Harbour Bonds, due 6th instant	767 60	do 1...	do Zépherin Boudreau do	22 50
March 4...	Received from Collector of Customs, Three Rivers, poundage from Aug. 4 to Dec. 31, 1877 less charges	16 98	do 1...	do Thomas Dubord do	18 75
do 27...	Received from C. Brunet, poundage on schooner	0 90	do 1...	do Hubert Lemai do	22 50
May 2...	Received six months' interest on \$1,620 Dominion Stock, due March 31	48 60	do 1...	do Jos. Lacoursière do	18 75
do 14...	Received six months' interest on \$2,000 Corporation Bond, due 1st inst.	60 00	do 2...	do August Mathon do	22 50
do 17...	Received from Lord, Magor & Munn, pilotage dues on brigantine "William"	25 00	do 4...	do Pierre Pagé do	22 50
do 31...	Received from Collector of Customs, poundage for May	105 02	do 5...	do Felix Hamelin do	22 50
June 10...	Received poundage on schooner "Marie Euzalie," from D. Oaïen	0 60	do 7...	do Jos. Benez do	22 50
do 28...	Received from ex-Collector of Customs, Three Rivers, poundage from May to August, 1877, less charges	11 29	do 7...	do Olivier Raymond do	22 50
do 28...	Received from Collector of Customs, poundage for June	248 87	do 7...	do Isabe Beaudry do	22 50
July 16...	Received, per Captain... "Maggie"	18 50	do 7...	do Antoine Belcourt do	22 50
do 31...	Received from Collector of Customs, poundage for July	174 65	do 15...	do Sévère Belisle do	22 50
August 6...	Received six months' interest on \$24,000 Harbour Bonds, due 6th ult	767 50	May 1...	do Narcisse Bouillie do	17 50
do 31...	Received from Collector of Customs, poundage for August	248 39	do 1...	do Moise Dron do	22 50
Sept. 30...	do do September	259 24	do 1...	do Alex'r Trottier do	18 75
Oct. 31...	do do October	220 68	do 2...	do David Mathieu do	22 50
Nov. 23...	Received six months' interest on \$2,000 Corporation Bond, due 1st instant	60 00	do 4...	do Ed. Boudreau do	22 50
do 26...	Received from L. N. Bouillie, Pilot, sir, "Montreal," 5 per cent. of salary for 1878	50 00	do 6...	do Jos. Mathieu do	30 00
do 26...	Received six months' interest on \$1,620 Dominion Stock, due October 1	48 60	do 7...	do Paid Old Pilot, Olivier Boudreau do	30 00
do 30...	Received from Collector of Customs, poundage for November	164 71	do 7...	do Paid Widow Olivier Abelle, 3 months' pension, to 1st May	30 00
	Carried forward	6,005 91	do 7...	do Thomas Dubord do	22 50
			do 1...	do Hubert Lemai do	18 75
			do 1...	do Jos. Lacoursière do	22 50
			do 1...	do August Mathon do	18 75
			do 1...	do Pierre Pagé do	22 50
			do 2...	do Felix Hamelin do	22 50
			do 4...	do Zépherin Boudreau do	22 50
			do 6...	do Paid Old Pilot, Zépherin Mayrand do	30 00
			do 7...	do Jos. L. Dussereau do	30 00
			May	do Isabe Beaudry do	22 50
			do 7...	do Antoine Belcourt do	22 50
			do 7...	do Sévère Belleisle do	22 50
			do 7...	do Narcisse Bouillie do	22 50
			do 7...	do Louis D. Ronillie do	17 50
	Carried forward	858 75			

DR.

H. D. WHITNEY Acting Treasurer, in account with Decayed Pilot Fund.

CR.

1878.		\$	cts.	1878.		\$	cts.
	Brought forward.....	6,005	91		Brought forward.....	858	75
Dec. 16...	Received from C. Brunet, poundage on schooner.....	0	80	May 7...	do	17	50
do 24...	Received from Collector of Customs, poundage for December.....	30	72	do do	Alex. Trottier	22	50
do 31...	Received from City and District Savings Bank, interest to date.....	106	72	do do	David Mathieu	18	75
				do do	Ed. Boudreau	22	50
				do do	Eusèbe Toupin, pension 1st April to 1st May.....	5	20
				do do	Joseph Mathieu, 3 months' pension to 1st May.....	22	50
				do do	Paid Old Pilot Olivier Boudreau	30	00
				do do	Paid Widow Joseph Bozox	22	50
				do do	do Olivier Raymond	22	50
				do do	Paid A. Naud, allowance for dues on brigantine "William".....	10	00
July 17...	Paid C. Brunet			do do	do schr. "Maggie McRae"	5	00
August 1...	Paid Widow Olivier Abelle, 3 months' pension to 1st August.....			do do	Zéphirin Boudreau	22	50
do do	do			do do	Thomas Dubord	22	50
do do	do			do do	Hubert Lemai	18	75
do do	do			do do	Jos. Lacoursière	22	50
do do	do			do do	August Mathon	18	75
do do	do			do do	Pierre Page	22	50
do do	do			do do	Olivier Raymond	22	50
do do	do			do do	Paid Old Pilot Zéphirin Mayrand	30	00
do do	do			do do	Paid Widow Joseph Bozox	22	50
do do	do			do do	Isaie Beaudry	22	50
do do	do			do do	Antoine Belcourt	22	50
do do	do			do do	Louis D. Bonillé	17	50
do do	do			do do	do	17	50
do do	do			do do	Molse Biron	22	50
do do	do			do do	Alex. Trottier	22	50
do do	do			do do	David Mathieu	18	75
do do	do			do do	Edouard Boudreau	22	50
do do	do			do do	Joseph Mathieu	22	50
do do	do			do do	do	30	00
do do	do			do do	Paid Old Pilot Olivier Boudreau	30	00
do do	do			do do	do	22	50
do do	do			do do	Paid Widow Sévère Belisle	30	00
do do	do			do do	do	22	50
do do	do			do do	Narcisse Bonillie	22	50
do do	do			do do	Félix Hamelin	22	50
do do	do			do do	do	18	75
Nov. 2...	do			do do	Eusèbe Toupin	22	50
do do	do			do do	Olivier Abelle, pension to 1st Nov.	22	50
do do	do			do do	Zéphirin Boudreau	22	50

 DECAYED PILOT FUND, 1878.

STATEMENT OF FUNDS.		\$	cts.
Montreal Harbour Bonds, 6½ per cent. Interest.....		21,000	00
do do 6 do		3,000	00
do Water Works Bond, 6 per cent. Interest.....		2,000	00
Dominion Stock, 6 do		1,620	00
Cash deposited in City District Bank, 4 per cent. Interest.....	3,679	06	
Cash in Treasurer's hands	316	39	
		3,995	45
		\$31,615	45

(Signed)

 H. D. WHITNEY,
Acting Treasurer.

MONTREAL, 31st December, 1878.

I hereby certify that I have examined the statements of receipts and disbursements of the Acting Treasurer of the "Decayed Pilot Fund" for the year ended 31st December, 1878; also the securities mentioned in the above statement belonging to this Fund, and the cash on hand, all of which I find to be correct.

(Signed)

 THOMAS CRAMP,
Chairman.

APPENDIX No. 43.

REVENUE derived from Wharves and Piers, paid to credit of Receiver-General, for Fiscal Year ended 30th June, 1878.

	\$ cts.
Maitland, N.S.....	57 83
Oak Point.....	117 76
Goderich.....	2,051 70
do Rent received from Mr. H. Secord for Lots A, B, C.....	561 00
Les Eboulements.....	\$40 00
Murray Bay.....	210 00
Berthier.....	60 00
Rivière Ouelle.....	20 00
Rivière du Loup.....	230 00
L'Islet.....	20 00
Three Rivers.....	580 00
	18 50
Total.....	3,386 79

WM. SMITH,
Deputy Minister of Marine and Fisheries.

JOHN TILTON,
Accountant.

APPENDIX No. 44.

REPORT ON THE MARINE HOSPITAL, CHARLOTTETOWN, PRINCE EDWARD ISLAND, FOR THE FISCAL YEAR ENDED 30TH JUNE, 1878.

CHARLOTTETOWN, 1st July, 1878.

SIR,—I have the honour to forward my report as Medical Superintendent of the Marine Hospital for the fiscal year.

There were admitted 64 seamen, all of whom were sent away cured or relieved, except those now remaining in the hospital.

I very much regret that my suggestion respecting the building of a new edifice has not been acted upon.

The building now used is altogether inadequate for the purpose, being a small rented cottage.

I hope, before I shall have the opportunity of sending in my report for next year, the Department will see the way clear to erect a building suitable for our hospital purposes.

I have the honour to be, Sir,
Your obedient servant,

F. P. TAYLOR, F.R.C.S.

The Honourable
The Minister of Marine and Fisheries,
Ottawa.

APPENDIX No. 46.

EIGHTH ANNUAL REPORT OF THE METEOROLOGICAL SERVICE OF THE DOMINION OF CANADA FOR THE CALENDAR YEAR ENDED 31ST DECEMBER, 1878.

(G. T. KINGSTON, M.A., *Superintendent.*)

To the Honorable

The Minister of Marine and Fisheries.

SIR,—The system on which this service is based, and the purpose for which it was called into existence, have been fully described in former Reports. It is proposed in this Report to give a general view of the working of the service in its various branches.

The branch of Meteorological work which first attracted public attention in Canada, and which was at the same time beginning to make some progress in other countries, was that connected with the issue of storm warnings. These in Canada are messages despatched to the various points on the coast and the lakes, warning persons connected with shipping, &c., that a storm will probably pass over the place warned, or within such a distance that ships leaving port might probably encounter it.

The data on which these warnings, as well as all our weather predictions are based, are the observations taken at a large number of places at 7.25 a.m., 4.25 p.m., and 10.50 p.m., Toronto meantime, and immediately telegraphed to Toronto. The reports from Canada alone would be insufficient for the purpose of accurate prediction; but through the courtesy of the Chief Signal Officer at Washington, D.C., we receive reports from a number of places in the United States, and in exchange forward the reports received from our stations in the Dominion. The information consists of the atmospheric pressure as shown by the readings of the barometer, the temperature of the air, the relative humidity, the velocity of the wind and the direction from which it is blowing, the state of the sky, whether cloudy or clear; if cloudy, the quantity and kind of cloud, and the direction of its motion, and the amount of rain or snow, if any, which has fallen since the last report. The lowest temperature during the night is also forwarded with the morning report.

As soon as possible the information thus received is entered on a map of the continent prepared especially for the purpose. The map is then examined by the officer, whose duty it is to make out the probabilities for the day, and issue warnings when necessary, and whose previous training is such that he must be able to tell at a glance what kind of conditions are likely to prevail during the 24 hours following. For this it is necessary that he should not only know such laws as have been already established relative to the movements of the various kinds of atmospheric disturbances, but he must also be familiar with a long series of previous weather charts, so that he may be able to supplement the conclusions drawn from theory by a practical knowledge of what has followed similar conditions on previous occasions. In the early days of the system in Canada, owing partly to the want of accumulated data, and partly to the insufficiency of the information at that time received by telegraph, the Dominion was entirely dependent on the Washington Signal Office for warnings of storms. At the present time, however, although the Chief Signal Officer continues to have warnings forwarded to this office whenever it is considered probable that a storm will prevail in any part of the Dominion warnings are nevertheless forwarded direct from Toronto without waiting for notice from Washington, partly to avoid telegraphic delays, and partly because it is considered that, as far as possible, the ultimate responsibility of forwarding warnings to Canadian stations should rest with the Canadian service. Warnings accordingly are forwarded or not at the dis-

cretion of the officer on duty, except at midnight, when, owing to the insufficiency of our information, those from Washington are exclusively relied on.

Some persons in the entire ignorance of the principles concerned in giving storm warnings have supposed that the sea coast could not be properly warned from an inland station such as Toronto. From what has been said above, it will be seen that the Central Office might be situated on the other side of the Atlantic, or even in China or Australia, were these places convenient as regards telegraphic communication, which is the only essential requirement. Both with respect to the rapidity and cost of transmission the telegraphic facilities of Toronto are unequalled by any point in Canada.

The efficiency of this branch of the service is shewn by the following tables, where it is stated that rather more than 78 per cent. of the warnings have been verified.

Table No. 1 gives the number of warnings issued in each quarter and to each district during the year.

TABLE I.

DISTRICT.	NUMBER ISSUED.					NUMBER VERIFIED.					PERCENTAGE VERIFIED.				
	1st quarter.	2nd quarter.	3rd quarter.	4th quarter.	Year.	1st quarter.	2nd quarter.	3rd quarter.	4th quarter.	Year.	1st quarter.	2nd quarter.	3rd quarter.	4th quarter.	Year.
Lakes	5	79	65	202	351	2	54	59	163	278	40.0	68.4	90.8	80.7	79.2
St. Lawrence River and Gulf .....	.....	12	64	132	208	.....	3	48	110	161	0.0	25.0	75.0	83.3	77.4
Ocean	90	14	40	157	301	73	11	28	122	234	81.1	78.6	70.0	77.7	77.7
Total	95	105	169	491	860	75	68	135	395	673	78.9	64.8	79.9	80.4	78.3

Out of the 673 warnings which are entered as verified, 28 were issued from Toronto too late to be of service in warning shipping of the approach of storms, although nine of these were received at their destination before the storm was at its worst. There were also 36 which arrived late owing to telegraphic delays, in 10 of which cases the storm continued to increase in violence after their receipt.

Table II is given in order to shew the direction from which storms usually approach our ports.

TABLE II.

DIRECTION.	LAKES.				ST. LAWRENCE RIVER AND GULF.				OCEAN.				TOTAL.			
	No. issued.	No. verified.	No. not verified.	Percentage verified.	No. issued.	No. verified.	No. not verified.	Percentage verified.	No. issued.	No. verified.	No. not verified.	Percentage verified.	No. issued.	No. verified.	No. not verified.	Percentage verified.
N. ....	.....	.....	.....	.....	10	.....	6	40.0	10	3	7	30.0	20	7	13	35.0
N.W.	171	132	39	77.2	81	55	26	67.9	93	72	21	77.4	345	259	86	75.1
W.	111	81	30	73.0	38	34	4	89.5	45	35	10	77.8	194	150	44	77.3
S.W.	53	49	4	92.5	45	45	.....	100.0	101	89	12	88.1	199	183	16	92.0
S.	16	16	.....	100.0	34	23	11	67.6	52	35	17	67.3	102	74	28	72.5
Total	351	278	73	79.2	208	161	47	77.4	301	224	67	74.4	860	673	187	78.3

The direction from which the storm approaches as given in Table II must not be confounded with the direction of the wind, although severe easterly gales are often felt, it will be seen that no storm had its general direction of motion from east to west. The direction of the wind is governed chiefly by the position of the storm centre relative to the station, the wind blowing in nearly opposite directions on opposite sides of the storm centre.

The amount of confidence placed on the predictions issued by this office is gradually increasing. This is evidenced by the frequent and favourable mention of the service by the press; as a sample of which we quote the following, as it shews that owners and masters of sea-going vessels will stay in port rather than venture out when the storm signal is displayed.

The St. John "*Sun*" speaking of a warning received from Toronto, in its issue of the 23rd of December, has the following: "In the harbor, owing to the early warning, ample preparations had been made to meet the gale, so no damage of consequence resulted from it. The ships "*State of Maine*" and "*Lizzie Troop*" did not sail for Australia on Saturday as was intended, on account of the warning. The latter vessel partly broke from her moorings at Lawton's wharf yesterday morning, the bow spring parting. The stern line held fast, however, and with the assistance of the tug "*Dirigo*," she was got around into position again and secured."

Probabilities.

While in the first few years of the existence of this service the general public were receiving no immediate benefit from it, except through the storm warnings, as soon as a larger amount of information began to be received by telegraph, it was deemed advisable to make the usefulness of the service more widely felt by the issue of daily probabilities; that is, by publishing a statement each morning of the weather which is likely to prevail in the various districts during the 24 hours following. The success with which this was performed during the past year is shewn in the following table (Table III.), which gives the number of predictions issued, fully verified, partly verified, and not verified, for each month and for the year in each district. It will be seen from this table that the number of predictions fully verified exceeds 79 per cent.

TABLE III.

MONTHS.	Lower Lake Region.						St. Lawrence.						Maritime Provinces.						Total.					
	Verified.						Verified.						Verified.						Verified.					
	No. Issued.	No. Fully.	No. Partly.	No. Not.	Per Centage Fully.	Per Centage Fully and Partly.	No. Issued.	No. Fully.	No. Partly.	No. Not.	Per Centage Fully.	Per Centage Fully and Partly.	No. Issued.	No. Fully.	No. Partly.	No. Not.	Per Centage Fully.	Per Centage Fully and Partly.	No. Issued.	No. Fully.	No. Partly.	No. Not.	Per Centage Fully.	Per Centage Fully and Partly.
January	151	119	25	7	78.8	95.4	125	104	14	7	83.2	94.4	144	127	16	1	88.2	99.3	420	350	55	15	83.3	96.4
February	120	103	12	5	85.8	95.8	102	79	19	4	77.5	96.1	110	88	16	6	80.0	94.5	332	270	47	15	81.3	95.5
March	125	101	16	8	80.8	93.6	120	99	10	11	82.5	90.8	127	100	14	13	78.7	89.8	372	300	40	32	80.6	91.4
April.....	97	77	17	3	79.4	96.9	90	68	16	6	75.6	93.3	86	65	18	3	75.6	96.5	273	210	51	12	76.9	95.6
May	90	74	10	6	82.2	93.3	83	72	10	1	86.7	98.8	85	65	14	6	76.5	93.0	258	211	34	13	81.8	95.0
June	86	64	12	10	74.4	88.4	83	72	10	1	86.7	98.8	76	62	11	3	81.6	96.1	245	198	33	14	80.8	94.3
July.. ..	97	79	14	4	81.4	95.9	95	74	9	12	77.9	87.4	87	72	8	7	82.8	92.0	279	225	31	23	80.7	91.8
August.	95	75	12	8	78.9	91.6	86	61	15	10	70.9	88.4	80	71	4	5	88.7	93.7	261	207	31	23	79.3	91.2
September	105	86	9	10	81.9	90.5	88	70	12	6	79.5	93.2	92	68	14	10	73.9	89.1	285	224	35	26	78.6	90.9
October	117	85	23	9	72.6	92.3	95	64	20	11	67.4	88.4	105	77	22	6	73.3	84.3	317	226	65	26	71.3	91.8
November	116	89	18	9	76.7	92.2	113	84	20	9	74.3	92.0	113	80	21	9	70.8	92.0	342	253	62	27	74.0	92.1
December	151	124	20	7	82.1	95.4	123	104	15	4	84.6	96.7	123	99	16	8	80.5	93.5	397	327	51	19	82.4	95.2
Year	1350	1076	188	86	79.7	93.6	1203	951	170	82	79.1	93.2	1228	974	177	77	79.3	93.7	3781	3001	535	245	79.4	93.5

In ascertaining whether the predictions have been verified or not, the reports of the Agents at the "Probability" Stations as well as the telegraphic reports, have been made use of. These probabilities have been telegraphed every morning as soon as possible after 10 o'clock to over 100 places, and are posted both in the telegraph office and the post office at each place. Permission to post these weather bulletins in the post offices was kindly granted by the Postmaster General. A list of the stations now receiving the probabilities is appended.

The daily probabilities and storm warnings might be considerably improved were reports received from a few additional stations; for, as may be seen by reference to Table II, while the general percentage of fulfilment of the storm warnings was over 78 per cent, it was only 35 per cent in the case of those approaching from the north. This is due to the want of reports from stations to the north and north-west; while it has until recently been impossible to remedy this defect owing to the want of telegraphic communication. The want might now be in a great measure supplied were facilities afforded for transmission of reports from stations on the line of the Canadian Pacific Telegraph, by the telegrams being allowed to pass free over the Government lines, as is done in Russia, Austria, Portugal, &c. In connection with this subject it may be remarked that in the United States whole lines are built and operated entirely by the officers of the signal service. It was intended to have had reports sent from Prince Arthur's Landing, where a station has been for some time established; but owing to the heavy cost of transmitting the messages, it was found that the funds of the Service would not permit of it.

As was said in former reports an additional station is required in the south-west of Nova Scotia for the purpose of giving the earliest possible indication of storms approaching from the Atlantic.

If the scheme of the Hon. Dr. Fortin for the extension of the telegraph system along the north shore of the St. Lawrence, and to the various lighthouses on our coast be carried out, it would prove valuable to this Service, as we should then be able to obtain reports from regions whence at present we have no information, and thus, as already suggested, improve our prognostication of storms, especially those approaching the Gulf from the north and north-west. However, warnings, as stated by Dr. Fortin, could then be transmitted to the lighthouses and communicated to passing shipping by means of signals.

Although the weather predictions are immediately founded on the reports received by telegraph, it is nevertheless extremely important that the officer who utilizes this information in prognosticating the weather should be thoroughly acquainted with the climatic peculiarities of various localities in order that he may understand the influence that they are likely to exercise on the coming weather. But to obtain this knowledge it is necessary that observations should be taken at as large a number of places as is practicable. The work of collecting statistics for this purpose is for the most part carried on by volunteer observers, of whom we have 117, while there are only ten stations in the Dominion where any remuneration is given for such work. At these paid stations the observations are taken night and day at equal intervals, not exceeding three hours. The returns of these observations which have been published yearly with the report of this service are of great value in dispelling erroneous notions regarding the climate of certain districts, and in aiding farmers and others interested in agriculture to select the crops most suited to the climate, while they serve the intending settlers in selecting the localities best suited to them.

Statements published regarding the climate are often misleading on account of the information being obtained from persons using unreliable instruments, or who are unacquainted with the precautions which must be taken in order to insure accuracy. This is not surprising, as for a long time it was found impossible to obtain a supply of thermometers which, at very low temperature were accurate within even 5 or 6 degrees, and it was not until the attention of the instrument makers was called to this subject in consequence of representations made by this office that the evil was remedied. While the thermometers ordinarily sold are rarely tested below the freezing

point of water, the instruments now in use in this service are tested at the freezing point of the mercury (37.9° degrees below zero) and unless the error is found to be within moderate limits the thermometer is rejected and in the care of those accepted the necessary corrections are supplied. As an instance of the large errors to which untested instruments are liable, it may be mentioned that sometimes temperatures have been recorded as low as 50 degrees below zero by persons using a mercurial thermometer, in which case the instrument must have had an error of at least 11 degrees, as the mercury will not continue to fall after it has become solid. Errors are not only introduced through defective instruments but are frequently owing to a badly selected exposure, thermometers being often placed either in proximity to substances differing widely from the temperature of the air or where the direct rays of the sun fall upon them.

In order that information relative to climate may be trustworthy, it is necessary that those who furnish it should be acquainted with the correct method of taking and recording meteorological observations, and it is also desirable that they should understand the principles on which these methods are founded.

With a view to supplying this want a book of instructions was issued early in the year, which not only teaches the practical work of the observer, but contains a tolerably full explanation of the elementary principles concerned in the construction and use of the meteorological instruments, and of certain phenomena of which a detailed description is also given. Under the head of vanes and anemometers considerable attention has been bestowed not only on the construction of the instruments, but also on a point which has generally not received sufficient attention, viz; the proper selection of a site for exposure and the methods by which the difficulties due to various circumstances may be overcome. The instructions are copiously illustrated by wood-cuts, lithographs and photographs. Later in the year three smaller books were issued and adapted for the use of stations where only a few elements are recorded.

The large number of volunteer observers enables the Meteorological service in Canada to be carried on at a comparatively small cost to the country, and our thanks are due to all those gentlemen who have performed these services gratuitously during the past year. Although it is desirable to extend the area over which observations are taken, it is not expedient to employ in this service any except those who have a taste for such pursuits, as others are likely to enter upon the work with the idea that at some future time they may obtain some remuneration for it. Payment for such services is entirely out of the question, the utmost that can be done being to supply persons desirous of taking observations with the loan of instruments, forms, &c., and to prepare and publish their returns. In many other countries observers not only purchase their own instruments, but pay an annual subscription as members of some Meteorological Society, to defray the cost of compiling and publishing their returns; a work which in Canada is performed by the Central Office without cost to the observer. The classes into which these ordinary stations are divided are as follows:—

Class I.—Stations at which observations of all the ordinary elements are made at least three times a day.

Class II.—Stations where records are kept of the temperature, the direction and velocity of the wind, the amount of rain and snow, and the general state of the weather, with notices of miscellaneous phenomena, the observations being made two or three times each day.

Class III.—Stations where records are kept of the amount of rain and snow, with notices of miscellaneous phenomena. In some cases are added a record of the temperature.

A complete list of the stations in connection with this service is appended to

this report. Among the ordinary stations will be found the names of the following which have been started during the year.

Newfoundland—Bett's Cove.....	A. J. Hanny.
Prince Edward Island—Souris.....	D. Sutherland.
do Kilmahumag.....	James Hunter.
New Brunswick—Mount Allison College, Sackville.....	R. C. Weldon.
Ontario—London.....	W. J. Macintosh.
do Owen Sound.....	J. McLean.
do Ottawa.....	Rev. A. F. Kemp, LL.D.
Keewatin—Fort Alexander.....	A. K. McKenzie.
do Gimli	W. Taylor, Icelandic Reserve
Manitoba—Ossowa.....	W. H. Surton, Q.C.
do Poplar Heights.....	A. Spiers.

Instruments have been also furnished to a few other places from which reports have not yet been received.

The total number of stations reporting to the Central Office at the 31st of December, exclusive of probability stations, was 179.

Volunteer observers are very much needed throughout the Province of Quebec, and in some parts of New Brunswick, and also in the North-West. The portion of country, however, about which we most need information, and from which no reports have yet been received, is that lying to the north of the rivers St. Lawrence and Ottawa, and east of James' Bay.

As in the previous year a Weather Review has been published every month, containing a brief description of the atmospheric conditions and movements in various parts of the country, including a short notice of every storm. A copy as published each month is appended herewith. It would increase the value of the statistics of storms on the ocean if captains of vessels would give the latitude and longitude in which storms were experienced, as well as the correct ship time of their occurrence and also the direction of the wind at the time.

A book of Hygrometric Tables, of which a large portion was calculated at the Central Office, has been published for the use of Observers during the year.

With a view to the successful working of our meteorological system, and indeed to its very existence, it is most imperative that an efficient staff should be retained at the Central Office by offering adequate salaries and fair prospects of advancement. To suppose that the loss of an experienced assistant, driven away to seek more remunerative employment elsewhere is one which can be easily repaired by a new appointment is a grave mistake. The apprenticeship needed even for the ordinary work of the office can rarely be acquired elsewhere, and to attain to skill in some of the branches of the work, such as weather prognostication, there is needed not only the preparation of long and continuous study, but also a *peculiar mental constitution*, in the absence of which no amount of study will ensure efficiency. I consider that to supply the necessary encouragement to the staff of the Central Office, they should be placed on the list of regular civil servants, regard being had, in determining their pay, to special qualification as well as to length of service.

I have already expressed my thanks for the valuable service and assistance rendered by the gentlemen in charge of the ordinary stations. My thanks are also due to such of the agents at the probability stations as furnish daily reports of the weather. Those so reporting are indicated on the list of probability stations. These reports aid very materially in ascertaining the extent of the verification of our predictions. I further beg to thank Mr. Brydges, Superintendent of Government Railways, for forwarding to this office the reports of the weather which he receives daily by telegraph from several points on the Intercolonial Railway. I have forwarded to him on various occasions, warnings of approaching snow storms, and of winds likely to cause serious drifts.

To the Chief Signal Officer at Washington, D.C., this office is under great obligations for the tri-daily telegraph reports from a considerable number of stations in the United States, and for transmitting to us warnings of approaching storms. These form an important share of the data on which the predictions of the weather are based, and in fact, it is by the aid of these supplementary reports supplied through the kindness of the Chief Signal Officer, which costs this office nothing more than the expense of transmission by telegraph, that it has been practicable to effect so much with the comparatively small appropriation for meteorological purposes in Canada.

The collection of books in the Library in connection with this office has been considerably augmented during the year by presents and exchanges. A list of the donations, with the names of the persons by whom they were given, will be published with the tables.

The above is respectfully submitted.

G. T. KINGSTON,,
Superintendent of Meteorological Service,
Dominion of Canada

METEOROLOGICAL Stations in correspondence with the Central Meteorological Office, Toronto.

CHIEF STATIONS.

Province.	Station.	Superintendent.
Nova Scotia	Sydney	T. C. Hill.
New Brunswick	Halifax	Frederick Allison, M.A.
	St. John	G. Murdoch, C.E.
Quebec	Fredericton	Professor Harrison, University of New Brunswick.
	(3) Quebec	Lieut.-Col. T. B. Strange, R.A.
	Montreal	C. H. McLeod, C.E.
Ontario	(3) Kingston	Lieut.-Col. Irwin, R.A.
	Woodstock	Professor J. Montgomery, Canadian Literary Institute.
Manitoba	Winnipeg	Officers of St. John's College.
British Columbia	Spence's Bridge	John Murray.

REPORTING TELEGRAPH STATIONS.

Station.	Observer.	Station.	Observer.
(1) Sydney, C B, N. Scotia.....	T. C. Hill	Kingston, Ontario.....	S. Wood, M A.
(1) Halifax, Nova Scotia.....	F. Allison, M.A.....	Toronto do	Observatory.
Chatham, New Brunswick.....	G. A. Blair.....	Port Dover do	H Morgan.
Father Point, Quebec.....	J. McWilliams	Port Stanley do	M. Payne.
Quebec, Quebec.....	Capt. Ashe, R.N	Saugeen do	K. Stewart.
(1) Montreal, Quebec.....	C. H. McLeod, C.E.....	Parry Sound do	Rev. R. Mosley.
Rockliffe, Ontario	W. H. McIntyre.....	(3) Fort Garry, Manitoba.....	J. Stewart.

(1) Also Chief Station; (2) Also First Class Ordinary Stations; (3) Chief Stations in a partial sense only.

RESERVE TELEGRAPH STATIONS.

Station.	Observer.	Station.	Observer.
St. Andrews, N.B.	Dr. Gove.	Stayner, Ontario	R. J. Cole.
(2) Charlottetown, P.E.I.	H. J. Cundall, C.E.	Brockville do	W. B. Bigg.

(2) Also First-class Ordinary Station.

CAUTIONARY STORM-SIGNAL STATIONS.

Station.	Person in charge.	Station.	Person in charge.
(b) St. Andrews, N.B.	Dr. Gove.	Quebec, Quebec.	J. B. Donaldson.
(1) St John, N.B.	G. Murdoch, C.E.	Montreal do	C. S. Blackman.
(d) Digby, N.S.	W. H. Taylor.	(a) Kingston, Ontario.	S. Woods, M. A.
Liverpool, N.S.	J. L. Hemmeon.	Cobourg do	F. Reynolds.
(1) (a) Halifax, N.S.	F. Allison, M.A.	Port Hope do	T. F. Janes.
(e) Cow Bay, N.S.	C. Archibald.	Queen's Wharf, Toronto.	A. Taylor.
(d) Little Glace Bay, N.S.	C. H. Rigby.	Gibraltar Point do ...	O. Durnan.
(1) (a) Sydney, N.S.	T. C. Hill.	Oakville, Ontario.	S. Bell.
Louisbourg, N.S.	W. H. Townsend.	Burlington Beach, Ont.	J. Campbell.
(d) Port Hastings, N.S.	Peter Grant.	Hamilton, Ontario	G. Black.
(e) Pictou, N.S.	M. Campbell.	(e) Port Dalhousie do	E. F. Dwyer.
(c) (b) Charlottetown, P.E.I.	H. J. Cundall.	Port Colborne do	D. Hughez.
Pointe du Chêne, N.B.	H. H. Schaefer.	(a) Port Dover do	H. Morgan.
(a) Batham, N.B.	G. A. Blair.	(a) Port Stanley do	M. Payne.
(c) Bathurst, N.B.	Hon. J. Ferguson.	(e) Goderich do	G. N. Macdonald.
(d) Dalhousie, N.B.	H. A. Johnson.	(c) Kincardine do	Dr. Martyn.
Percé, Quebec.	P. Vibert.	Saugeen do	Thomas Davis.
Gaspé do	J. Eden.	(e) Presqu'Isle do	J. Mackenzie.
(a) Father Point, Quebec.	J. McWilliams.	Collingwood do	Arthur Bligh.

(1) Chief Station. (a) Reporting Telegraph Station. (b) Reserve Telegraph Station. (c) First-class Ordinary Station. (d) Second-class Ordinary Station. (e) Third-class Ordinary Station.

ORDINARY STATIONS.

Station.	Observer.	Station.	Observer.	
NOVA SCOTIA.		NEW BRUNSWICK.— <i>Concluded.</i>		
<i>Class I.</i>		<i>Class II.</i>		
Truro, Colchester.....	James Little, M.A.	(f) Dalhousie, Restigouche.....	H. A. Johnson.	
King's College, Windsor	Prof. J.E. Oram, M.A.	Grindstone Lighthouse.....	James Clark.	
(f) Port Hastings, C.B.	Peter Grant.	Lepreau do	G. Thomas	
		Sackville	Officers of Mount Allison College.	
<i>Class II.</i>		<i>Class III.</i>		
Digby	W. H. Taylor.	Dorchester.....	E. V. Tait, M.A.	
Baddeck	R. Elmsly.			
Cranberry Island Lighthouse	J. Hanlon.			
Sand Point Lighthouse.....	J. Mundell.			
<i>Class III.</i>		QUEBEC.		
		<i>Class I.</i>		
Beaver Bank.....	James Grove.	Huntington	Dr. Shirif.	
Cow Bay	C. Archibald.	Cranbourne.....	P. Cassidy.	
White Point.....	J. Challoner.			
NEWFOUNDLAND.		<i>Class II.</i>		
<i>Class I.</i>		Light-house at {	Bird Rocks	P. Whalen.
			Anticosti, S.W.P.	E. Pope
			Belle Isle	M. Colton.
			Amour Point	P. Godier.
			Oricoutimi	Rev. Abbe Huart.
			St. Prime.....	Rev. E. St. Hillaire.
St. Johns.....	John Delaney.	Richmond.....	Officer of St. Francis College.	
Channel	N. Smith.			
Fogo.....	James Fitzgerald.	<i>Class III.</i>		
<i>Class II.</i>		Danville	O. J. Devey.	
Bay St. George	H. Macdonald.	Brome Corners, Brome	G. F. Hall.	
Heart's Content.....	E. Weedon.	Carleton (Convent)	Ladies in residence.	
Placentia	G. M. Carson.			
Bett's Cove	A. G. Henning, M.D.			
PRINCE EDWARD ISLAND.		ONTARIO.		
<i>Class I.</i>		<i>Class I.</i>		
(b) (f) Charlottetown	H. J. Cundall, C.E.	Little Current, Algoma.....	G. B. Abrey, C.E.	
		Norwood, Peterborough.....	Rev. T. F. Fotheringham M.A.	
		Granton, Middlesex	James Grant.	
		(f) Kincardine, Bruce	Dr. Martyn.	
		Brantford, Brant.....	Rev. A. F. Kemp, LL.D.	
		Windsor, Essex	A. Sinclair, M.A.	
		Simcoe, Norfolk	Rev. G. Grant, B.A.	
		Hamilton, Wentworth.....	G. Dickson, B.A.	
		Stratford, Perth	O. J. Macgregor, M.A.	
Georgetown.....	Dr. Kaye.	Goderich, Huron	H. J. Strong, M.A.	
Souris.....	D. Sutherland.	Belleville, Hastings	G. Dawson, B.A.	
Kilmanhuig.....	James Hunter.	Peterborough, Peterborough.	J. F. Jeffers, M.A.	
		Barrie, Simcoe	H. B. Spotton, M.A.	
		Cornwall, Stormont.....	J. Smith, M.A.	
		Pembroke, Renfrew	A. Thompson.	
		Prince Arthur's Landing.....	W. P. Cooke.	
		Ottawa	Rev. A. F. Kemp, LL.D.	
		London	W. J. Mackintosh.	
NEW BRUNSWICK.				
<i>Class I.</i>				
(f) Bathurst	Hon. J. Ferguson.			

ORDINARY STATIONS.—*Concluded.*

Station.	Observer.	Station.	Observer.
ONTARIO.—<i>Concluded.</i>		NORTH-WEST TERRITORIES.	
<i>Class II.</i>		<i>Class I.</i>	
Brampton, Peel.....	J. Reynolds.	York Factory.....	W. Wood.
Gravenhurst, Muskoka.....	T. M. Robinson.	Battleford.....	Hospital Steward
Seely do.....	A. G. Mercer.		Price.
Beatrice do.....	J. Hollingworth.	Fort Walsh, Cypress Hills....	T. R. Neate.
Fitzroy Harbour, Carleton....	Rev. James Tait.	Fort Macleod.....	Medical Officer.
Welland, Welland.....	H. A. Willett.	Fort Rae.....	A. Flett.
Newmarket.....	J. Morrison, M.A., M.D.	Moose Fort.....	J. R. Nason.
Port Perry.....	E. Worthington.		
Galt.....	J. Gordon Mowat.		
Point Clark.....	John Young.	<i>Class II.</i>	
Point Pelee.....	James Cummins.	Fort Calgary.....	Medical Officer.
Nottawassa Island.....	G. Collins.	Fort Simpson.....	Thos. Swanston.
Clapperton Island.....	B. Baker.	Qu'Appelle.....	H. Keenan.
Owen Sound.....	J. McLean.	Shoal Lake.....	Sub-Insp. French.
		Swan River Barracks.....	Corp. Borrodale.
<i>Class III.</i>			
Georgina, York.....	Capt. Sibbald, R.N.	BRITISH COLUMBIA.	
Orillia, Simcoe.....	H. A. Fitton.		
(f) Port Dalhousie.....	E. F. Dwyre.	<i>Class I.</i>	
Lakefield.....	H. Lefebvre.	Esquimalt.....	W. H. Bevis.
(f) Goderich.....	G. N. Macdonald.	New Westminster.....	Capt. A. Peele.
(f) Presqu'Isle.....	John Mackenzie.		
		<i>Class II.</i>	
KENWATIN.		Stuart's Lake.....	G. Hamilton.
Ingolf.....	D. Rodger, C.E.		
Islington.....	Rev. B. Spence.		
Fort Alexander.....	A. K. McKenzie.	<i>Class III.</i>	
		Langley.....	James Mackie.
MANITOBA.		Matsqui.....	John MacLure.
<i>Class I.</i>		Ohilliwahack.....	John McCutcheon.
(a) Fort Garry.....	James Stewart.	Hope.....	John G. Wirth.
Poplar Height.....	A. O. O'Brien.	Lytton.....	W. H. Wright.
Manitoba Penitentiary.....	S. L. Bedson.	Caché Creek.....	J. Olemitson.
Emerson.....	Rev. M. Jukes.	Clinton.....	M. O'Connor.
Gimli.....	J. Taylor.	Soda Creek.....	Henry Yates.
		Lillooet.....	A. W. Smith.
<i>Class III.</i>		Quesnelle.....	James Stone.
Little Britain.....	Hon. D. Gunn.	Kamloops.....	John Usher.
Ossowa.....	W. H. Turton.	Spalamichin.....	A. L. Forune.
Poplar Height.....	A. Spiers.	O'Kanagan Lake.....	A. Postell.
		Douglas Lake.....	Ronald McRae.
		Nicola Lake.....	E. Dailey.

(a) Reporting Telegraph Stations.

(f) Cautionary Storm Signal Stations.

STATIONS from which Special Weekly Reports of Observation at 7:25 a.m., Toronto time, are received.

Station.	Observer.	Station.	Observer.
NOVA SCOTIA.		ONTARIO.	
(c) Glace Bay	C. H. Rigby.	(c) Cornwall	J. Smith, M.A.
(c) Port Hastings.....	P. Grant.	(b) Woodstock.....	Prof. Montgomery.
(c) King's College, Windsor	Prof. Oram, M.A.	(c) Granton	J. Grant.
NEW BRUNSWICK.		(c) Stratford	C. J. Macgregor, M.A.
(c) Bathurst.....	Hon. J. Ferguson.	(c) Peterboro'	J. F. Jeffers, M.A.
(d) Dalhousie	H. A. Johnson.	(c) Hamilton	G. Dickson.
(1) Fredericton	Prof. Harrison.	(c) Norwood.....	Rev. T. F. Fotheringham, M.A.
(1) St. John.	G. Murdoch, C.E.	NORTH-WEST TERRITORY.	
QUEBEC.		(c) York Factory.	W. Wood.
(1) Quebec Citadel	J. B. Donaldson.		
(d) Chicoutimi	Rev. Abbé Huart.		

(1) Also Chief Station ; (c) also First Class Ordinary Station ; (d) Second Class Ordinary Station ;
 (c) Cautionary Storm Signal Station.
 At Woodstock, Ont., Fredericton and St. John, N.B., observations are regularly made at the other hours for telegraphic observations.

INSTRUMENTS and Books have also been supplied to the following Stations, but no Returns have as yet been received.

Station.	Observer.	Station.	Observer.
ATHABASCA.		ATHABASCA.—Concluded.	
Three Stations.....	Officer in charge.	Class II.—Concluded.	
Class II.		Temiscamingue, Nipissing.....	Rev. J. W. Pian.
Fort McPherson, Peel River..		Anticosti	Mr. Tétu.
Rampart House.....	J. M. Dougal, C.T.	Lake St. John :—	
Fort Resolution.....	T. Samison.	St. Jérôme	Rev. J. B. Vallée.
Great Slave Lake.....		St. Louis.....	Rev. A. Girard.
Fort Chipewyan	A. Macfarlane, C.T.	BRITISH COLUMBIA.	
Saskatchewan	Officer in charge.	Inverness, Skeena River.....	W. M. Neill.
Edmonton	J. Bunn.	McLeod Lake	J. McKenzie.
Stanley, English River.....	Rev. J. McKay.		
Devon, Cumberland.....	Rev. H. Budd.		

PROBABILITY STATIONS.

AGENTS OF THE DOMINION TELEGRAPH COMPANY.

ONTARIO.

•Aurora.
 •Barrie.
 •Belleville.
 •Berlin.
 •Bowmanville.
 •Brampton.
 •Brantford.
 •Brockville.
 •Caledonia.
 •Chatham.
 •Clifton.
 •Cobourg.
 •Collingwood.
 •Cornwall.
 •Dundas.
 •Elora.
 •Fergus.
 •Galt.
 •Gananoque.
 •Goderich.
 •Guelph.
 •Hamilton.
 •Ingersoll.
 •Kincaidine.
 •Kingston.
 •Lindsay.
 •London.
 •Meaford.
 •Mount Forest.
 •Napaw.
 •Newmarket.
 •Niagara.
 •Oakville.
 •Orangeville.

•Orillia.
 •Oshawa.
 •Ottawa.
 •Owen Sound.
 •Paris.
 •Pembroke.
 •Peterboro'.
 •Perth.
 •Picton.
 •Port Burwell.
 •Port Colborne.
 •Port Dalhousie.
 •Port Dover.
 •Port Elgin.
 •Port Hope.
 •Port Perry.
 •Port Stanley.
 •Prescott.
 •Sarnia.
 •Seaforth.
 •Simcoe.
 •Smith's Falls.
 •Southampton.
 •Stratford.
 •Strathroy.
 •St. Catherine's.
 •St. Marys.
 •St. Thomas.
 •Toronto.
 •Uxbridge.
 •Waterloo.
 †Wellington.
 •Whitby.
 •Woodstock.

QUEBEC.

•Aylmer.
 •Berthier (*en haut*).
 •Joliette.
 •Montreal.
 •Quebec.

Rivière du Loup
 •St. John.
 •Terrebonne.
 Three Rivers.

NEW BRUNSWICK.

•Andover.
 •Dorchester.
 •Fredericton.
 •Memramcook.
 •Moncton.
 •Petiteodiac.

•Salisbury.
 •Sackville.
 •St. John.
 •Sussex.
 •Woodstock.

NOVA SCOTIA.

•Amherst.
 •Cape Canso.
 •Dartmouth.
 •Guysboro'.
 •Halifax.
 •Hampton.
 •New Glasgow.

•Pictou.
 •Pugwash.
 •River St. John.
 •Tatamagouche.
 •Tor Bay.
 •Truro.
 •Wallace.

• These Stations report as to the verification of the predictions.

† The probabilities were sent to this Station for portion of season only.

METEOROLOGICAL SERVICE OF THE DOMINION OF CANADA.

STORM WARNING.

ISSUED BY THE CENTRAL OFFICE, TORONTO, AT 7.10 P.M., 21st DECEMBER, 1878.

Received by Telegraph at St. John, at 9:05 p.m. local time. G. Murdoch, Agent.

CAUTIONARY STORM SIGNALS ARE ORDERED UP AT

Gaspé,	Point du Chêne,	Cow Bay,	Liverpool,
Percé,	Charlottetown,	Louisbourg,	Digby,
Dalhousie,	Pictou,	Port Hastings,	St. John,
Bathurst,	Sydney,	Halifax,	St. Andrews.
Chatham,	Glace Bay,		

G. T. KINGSTON,
Superintendent.

The ordering up of the Cautionary Storm Signals is intended to warn those connected with shipping that a storm will probably occur, either at the place at which the signal is displayed, or within such a distance that ships leaving port might be affected by it.

REPORT OF THE DIRECTOR OF THE MAGNETIC OBSERVATORY, TORONTO, FOR THE CALENDAR YEAR ENDED 31st DECEMBER, 1878.

To the Honorable

The Minister of Marine and Fisheries.

SIR,—In the Report which I had the honour to make to the Department for the year 1874, I gave an outline of the origin and objects of this and other Colonial Observatories, which were set in operation by the Imperial Government in 1839. I also briefly described the various instruments and their uses, and gave a short summary of the facts connected with magnetism, which have been brought to light by the Toronto and other magnetic observatories.

It will be sufficient, therefore, in this Report to state in a very brief manner the various kinds of observations, as well as any changes that have been made in the course of the year 1878.

MAGNETIC OBSERVATIONS.

The *Direction* of the magnetic force is defined by two angles, namely, the *Declination* (called by sailors the variation of the compass), and the *Inclination* or dip.

The numbers which express the *intensity* of the force, and the declination and dip which define its *direction*, are called the "*Magnetic Elements*." This term is applied also to denote the horizontal and vertical components of the force, named for brevity the "horizontal" and "vertical" forces, while the force, to distinguish

it from its components, is usually called the "total force." For determining the elements above named the following apparatus is employed:

1. Declinometer and Azimuth Circle for the declinations.
2. Dip Circle and Needles for the dip or inclination.
3. Vibration and Deflection Apparatus for the horizontal force.

The total force is commonly computed from the horizontal force and the dip, but it may be found by an independent instrument.

As the observations taken with the above named instruments occupy a considerable time, they are not adapted for the detection of changes which takes place in a short time.

To observe the more minute and rapid changes, differential magnetometers are employed, namely:—

1. Differential Declinometer, which shews the change that the declination has undergone between any two times of reading.
2. The Bifilar, for measuring changes of horizontal force.
3. The Balance Magnetometer, for measuring changes in the vertical force.
4. The Induction Inclinator, for changes in the dip.

The changes in the dip, as well as changes in the total force, may also, be computed from those of the horizontal and vertical forces.

The above named differential instruments are ordinarily read seven times daily, namely:—At 6 a.m., 8 a.m., 10 a.m., 2 p.m., 4 p.m., 10 p.m., and midnight.

Photographic Magnetographs.—In addition to the Differential Magnetometers that are read by the eye, the Observatory is furnished with photographic self-recording magnetometers, the traces obtained from which, give a continuous record of the values of the several magnetic elements.

These instruments resemble, in their general character, those of the Observatory of the Royal Society at Kew. During several later years they were mounted in an underground room, where the changes of temperature were slow and minute, and were working in a most satisfactory manner until August, 1878, when, in consequence of a very heavy fall of rain on 4th August, the building which was of wood, and was constructed in 1865, partially gave way. An attempt was made to repair the damage and arrest further collapse, when another heavy rain in September completed the ruin: although, fortunately, without injury to the apparatus.

As the building proved to be throughout in a state of decay, notwithstanding the precautions taken when it was originally built, it was determined to employ no wood in its reconstruction, excepting for the roof. The wooden walls were accordingly replaced by a circular stone wall 18 inches thick, and extending about 5 feet above the general level of the ground outside; the earth being banked up so as to have about 1 foot of the wall exposed. The roof is a steep pyramid of eight sides, and the ceiling is double, so as to diminish as much as possible, the range of the internal temperature. The room is 18 feet in diameter, and the height of the ceiling above the floor is 9 feet. It is hoped that the stone walls will soon be sufficiently dry to allow the magnetographs to be again set in working order.

Meteorological Observations.—The ordinary meteorological instruments for observation by the eye, are read six times daily. In addition to these we have had in successful operation, since the early parts of 1876, a barograph and thermograph. It is designed to transfer the barograph to the new underground room, in order to protect it from the changes of temperature to which in its present position it is subject.

In the spring of 1875, an anemograph constructed by Beck, of London, superseded the old one which had been in operation for many years.

All the self-recording instruments are similar to those used at the seven observatories in connection with the British Meteorological office.

The top of the Observatory Tower, where the anemometers had for many years been mounted, became, in the autumn of 1877, a far less suitable position for exposure, than it had been in consequence of the erection of the School of Practical Science, immediately east of the Observatory inclosure. Through the kindness of the Honourable the Minister of Education for Ontario, a platform, for the support of the anemom-

eter was erected above the deck roof of the new building; by which a vastly better position for exposure was secured. The instrument commenced working in its new position on 16th October, 1878. The height of the cups above the ground is 92.5 feet.

Astronomical Observations.—The only astronomical observations for which this Observatory possesses appliances, are those for the determination of correct time; which is necessary for the Magnetical and Meteorological Observations. The time as determined by this Observatory is also the standard by which all the clocks and watches in Ontario have been regulated for nearly forty years: and for more than seven years the Observatory has given time, daily, to the city, by striking all the fire-alarm bells at a fixed instant, 11.55 a.m.

Buildings and Premises—As no special fund is provided for keeping the residences of the staff in repair, it has been found necessary, in order to secure the buildings from ruin, to draw rather heavily on the annual grant.

The expenses of the establishment in the fiscal year ended 30th June, 1878, amounted in all to \$4,800.15.

The above is respectfully submitted.

G. T. KINGSTON,
Director.

REPORT ON THE MONTREAL OBSERVATORY FOR THE CALENDAR YEAR ENDING 31ST DECEMBER, 1878.

McGILL COLLEGE, MONTREAL,
31st December, 1878.

To the Honorable

The Minister of Marine and Fisheries.

SIR,—I beg to transmit to you my Annual Report on the McGill College Observatory, at Montreal, for the year just closed.

The work of collecting a series of tri-hourly meteorological observations has progressed without interruption during the year. The object had in view in making such a series of observations is fully set forth in my Reports for the years 1874 and 1877.

The duties of the Observatory as a telegraphic reporting station, in connection with the Canadian system, have also been sustained without interruption.

Extraneous work, such as supplying information to the public through the press, attending to the inquiries of persons seeking special information, etc., which it is found increases from year to year, has been cheerfully attended to.

I regret that the hope expressed in my Report for last year, with reference to the erection of a barograph and thermograph at this Observatory, has not been fulfilled. The want of a complete equipment of self-recording instruments is seriously felt, and detracts materially from the value of our work.

The distribution of the yearly Government grant continues as heretofore.

I have the honor to be, Sir,
Your most obedient servant,

C. H. McLEOD,
Director.

REPORT ON THE QUEBEC OBSERVATORY FOR THE CALENDAR YEAR
ENDED 31st DECEMBER, 1878.

QUEBEC, 25th January, 1879.

SIR,—I beg to submit the following report of the Quebec Observatory for the year ended 31st ultimo.

During the past season of navigation the "Ball" has been daily dropped, and the time daily given for the firing of the "noon gun," as well as to the Montreal Telegraph Office in Quebec, where it has been distributed to their many offices and to a section of the Intercolonial Railway.

The Observatory was also engaged in the determination of the longitude of Trois Pistoles, by electric telegraph (at the expense of the Local Government,) and a very accurate result obtained; it is to be hoped that in the future advantage will be taken of this Observatory's position and capital instruments to determine that of all the principal places in the Dominion.

I have the honor to be, Sir,

Your obedient servant,

E. D. ASHE,

Director Quebec Observatory.

W. SMITH, Esq.,

Deputy Minister of Marine and Fisheries,
Ottawa.

REPORT OF KINGSTON OBSERVATORY FOR THE CALENDAR YEAR
ENDED 31st DECEMBER, 1878.

KINGSTON, 30th January, 1879.

SIR,—During my absence last summer in Britain and at Paris the usual observations were made by the Observer.

In the fall repairs costing \$29 were made on the dome over the equatorial, which is now in good working order.

It has been found that the position of the Observatory is too low, more especially as the trees are shooting up around it and beginning to obstruct the view. It is also inconvenient in another respect. In winter it is difficult of access and in summer the thoroughfare through the Park in which the Observatory is situated passes just in front of it, while the Park being public property and in the heart of the City, itself of course a place of general resort, where astronomical observations can seldom be carried on with the quietness which is desirable. The Observatory Board therefore are endeavouring, with the consent of the City Council, to provide for the erection of a new Observatory Building, and for the establishment of the instruments in a more elevated position, more free from the noises and other interruptions of a public park, and more easily accessible to the Observers at all seasons. It is confidently hoped that this will be accomplished in the spring.

I have the honour to be, Sir,

Your most obedient servant,

JAS. WILLIAMSON,

Director, Kingston Observatory.

The Honourable

The Minister of Marine and Fisheries.

APPENDIX No. 47.

REPORT ON THE RICHIBUCTO MARINE HOSPITAL FOR THE FISCAL YEAR ENDED 30TH JUNE, 1878.

RICHIBUCTO, 22nd January, 1879.

SIR,—I have the honour to submit my Annual Report for the fiscal year ended June 30th, 1878.

In my last I reported five seamen remaining in hospital. Those remained in the aggregate 32 days, when 4 were discharged cured and one improved.

During the fiscal year just closed 21 patients were admitted, 21 discharge while 5 remained under treatment.

The aggregate number of days in hospital of those *admitted* during the year being 730. This, with the number of days for the five first mentioned, being 762 days in all.

I am happy to say that I have no deaths to report.

I have the honour to be, Sir,

Your obedient servant,

J. W. DOHERTY, M. D.

Hon. J. C. POPE,

Minister of Marine, &c.,

Ottawa.

APPENDIX No. 48.

REPORT ON THE MARINE HOSPITAL AT SYDNEY, CAPE BRETON, FOR THE FISCAL YEAR ENDED 30TH JUNE, 1878.

SYDNEY, CAPE BRETON,

SIR,—I have the honour to submit the Annual Report of the Marine Hospital for the fiscal year ending 30th June, 1878.

The number of patients admitted during the year was twenty (20), of whom two died, viz.: John Perry, schooner "Boadicea," of Yarmouth, received 25th October, 1877, and died 3rd November, of "cerebritis," and Captain James McLean, schooner "John Tilton," of Charlottetown, P.E.I., received 22nd May, 1878, suffering from "croupous diphtheria," and died on 30th May, of paralysis of the heart.

The hospital has been occupied the entire year with the exception of 14 days, from 6th May to 20th May.

I would respectfully, but very earnestly, urge upon the Department the necessity of supplying the hospital with a number of surgical appliances, which are absolutely necessary for the proper treatment of patients.

All of which is respectfully submitted.

A. D. MacGILLVARY, M.D.,
Medical Superintendent.

The Honorable
The Minister of Marine and Fisheries,
Ottawa.

APPENDIX No. 49.

REPORT ON THE MARINE HOSPITAL AT VICTORIA, B.C., FOR THE FISCAL YEAR ENDED 30TH JUNE, 1878.

VICTORIA, B. C., 12th August, 1878.

SIR,—I have the honour to submit the following Report of the Marine Hospital for the year ending 30th June, 1878.

During the year 45 patients have been admitted into the hospital. There have been two deaths, one from malignant disease (cancer) of the stomach, and one from phthisis (consumption); with these exceptions, those admitted have either been cured or relieved, as far as the nature of the cases respectively admitted, and discharged.

The average stay of the patients in the hospital has been a fraction over 35 days. When it is borne in mind that it is only the severe cases that are sent into the hospital, the more ordinary classes being treated at Nanaimo and Burrard's Inlet, from whence the majority of the patients come, it will be seen that this average is not unduly high.

The hospital is in first-rate condition; the cleanliness and order maintained reflect great credit on the keeper and his wife, Mr. and Mrs. Wood.

I have the honour to be, Sir,
Your obedient servant,

JNO. C. DAVIE, M.D.,
Medical Superintendent of Marine Hospital.

WILLIAM SMITH, Esq.,
Deputy-Minister of Marine and Fisheries,
Ottawa.

APPENDIX No 50.

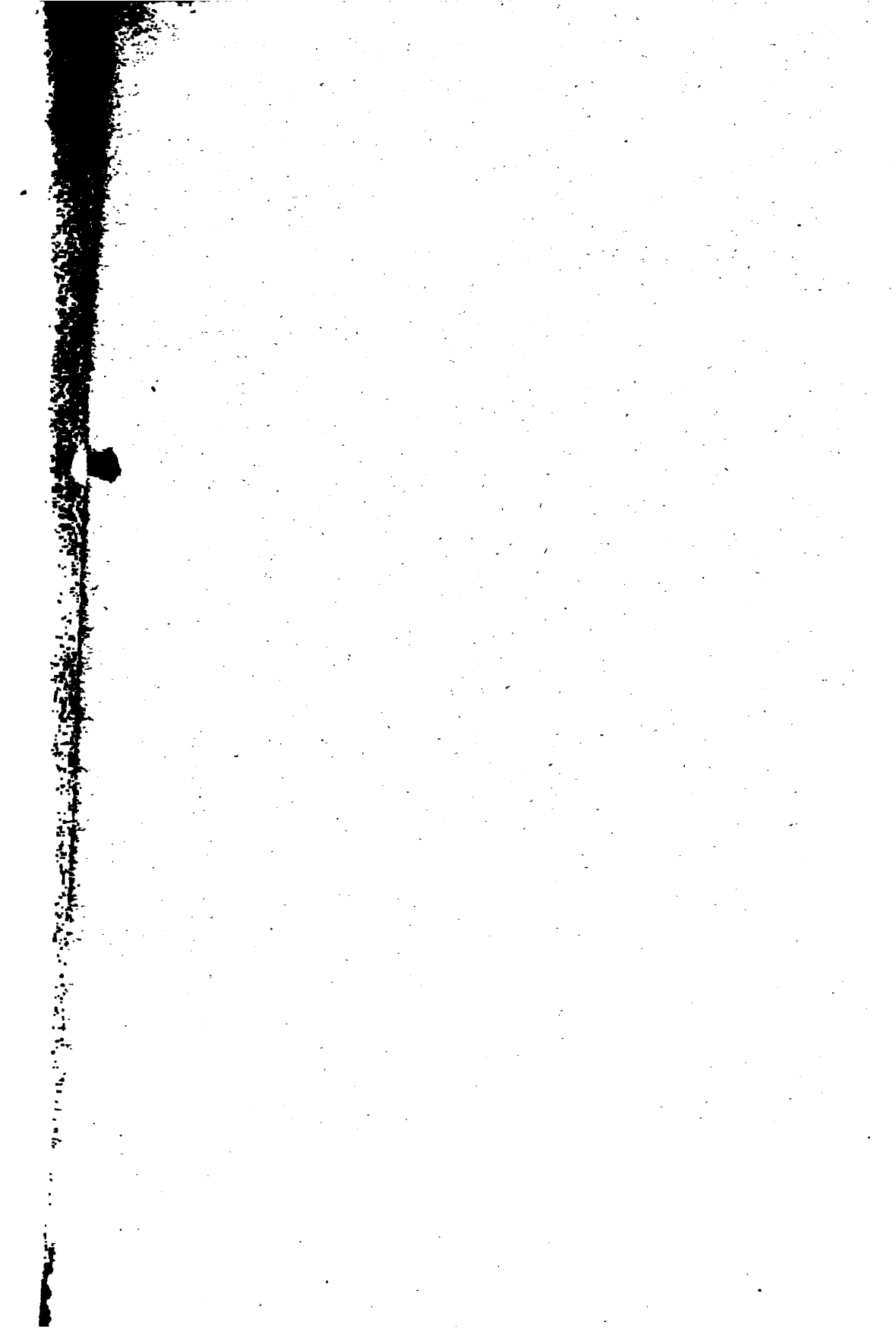
GENERAL SUMMARY of Expenditure of the Department of Marine and Fisheries,
for the Fiscal Year ended 30th June, 1878.

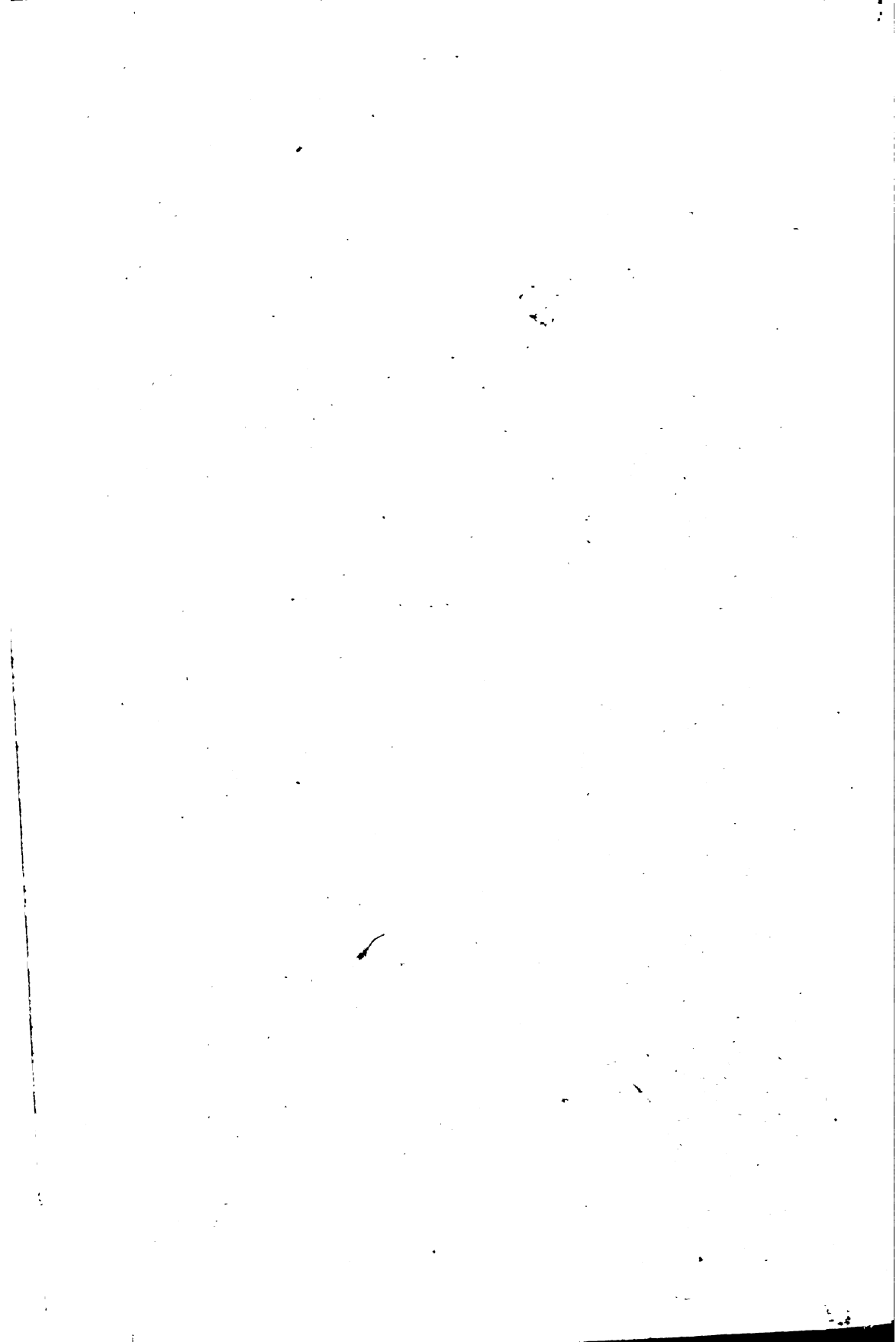
SERVICE.	\$	cts.	\$	cts.
Maintenance of Lights, &c., Above Montreal	73,175	11		
do Between Quebec and Montreal	15,996	09		
do Below Quebec	96,904	58		
do New Brunswick	58,969	20		
do Nova Scotia, including Sable Island Humane Establishment	132,261	82		
do Prince Edward Island	16,686	66		
do British Columbia	18,948	78		
			412,962	24
Construction of Lights, &c., Above Montreal	7,207	90		
do Below Quebec	12,776	47		
do New Brunswick	12,028	13		
do Nova Scotia	13,500	00		
do Prince Edward Island	2,504	47		
			48,016	97
Dominion Steamers			97,904	05
Steamboat Inspection			13,328	28
Examination of Masters and Mates			4,249	76
Registration and Survey of Canadian Shipping			447	56
Investigations into Wrecks and Casualties, &c.			500	00
Rewards for Saving Life, purchase of Life-boats, &c.			4,071	14
Water Police, Quebec			23,496	06
do Montreal			14,062	08
Quebec Observatory			2,400	00
St. John, N B., Observatory			850	00
McGill University do Montreal			500	00
Magnetic do Toronto			4,800	24
Kingston do			500	00
Meteorological do			37,000	00
Marine and Immigrant Hospital, Quebec	19,987	50		
Marine Hospitals, Sick and Disabled Seamen, &c.	37,487	10		
			57,474	60
Cape Race dues			627	13
Removal of Obstructions in navigable rivers			12	00
Cost of enquiry respecting disposal of saw-dust and mill rubbish in navi- gable waters			450	00
Remeasurement of Steamers in inland waters			1,087	54
To aid in the construction of a telegraph line from Matane to Fox River			15,000	00
Winter service between Prince Edward Island and main land, Steamer "Northern Light"			28,933	63
Civil Service staff			32,682	50
Fisheries	55,331	90		
Fish-breeding, &c	20,088	80		
Fisheries Protection Steamer	19,967	11		
			95,387	81
Halifax Fishery Commission			87,000	00
Total expenditure			963,645	59

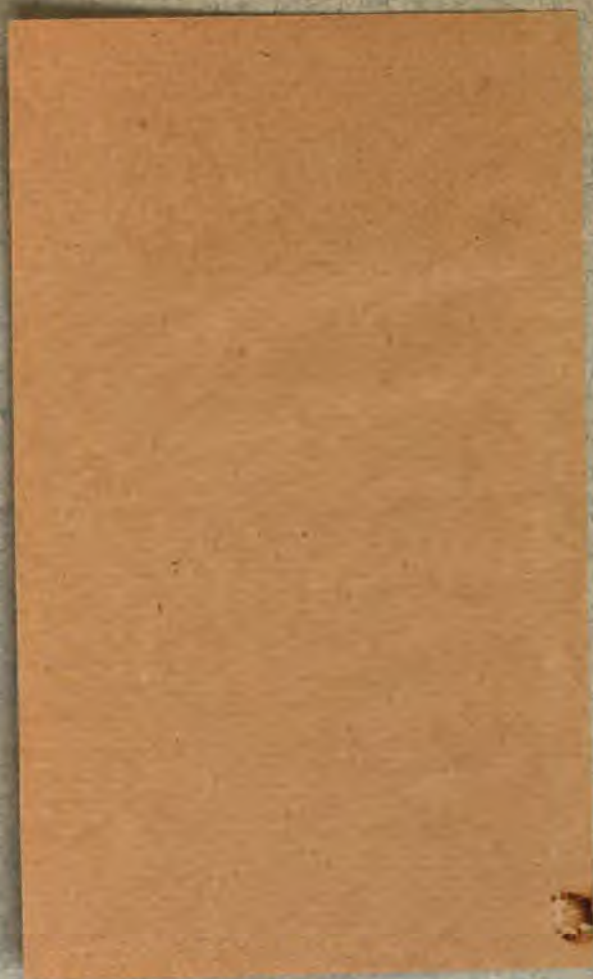
JOHN TILTON,
Accountant.WM. SMITH,
Deputy Minister of Marine and Fisheries.



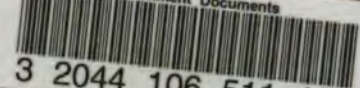








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